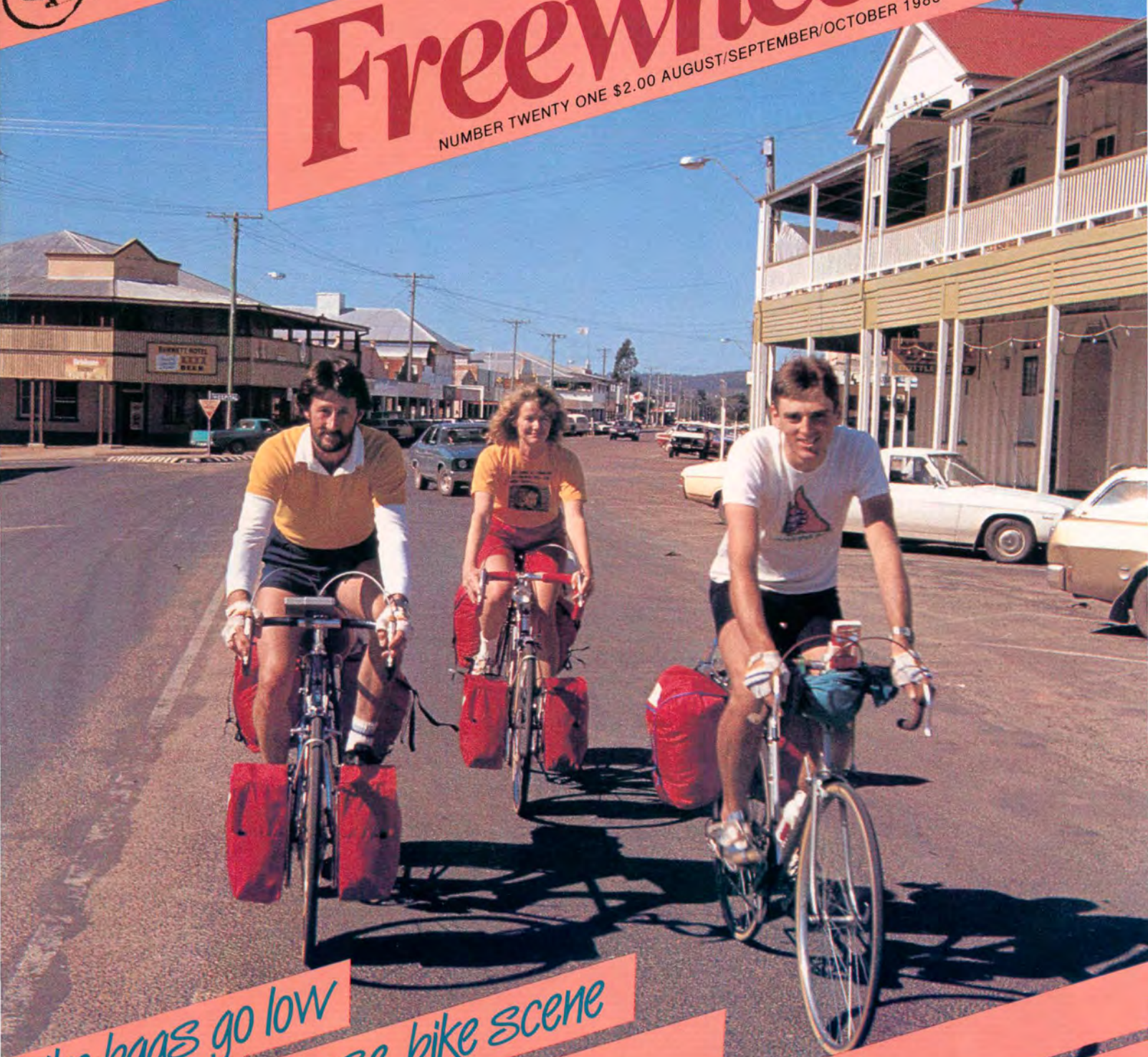




*The Aussie bicycle mag*

# Freewheeling

NUMBER TWENTY ONE \$2.00 AUGUST/SEPTEMBER/OCTOBER 1983



*Bike bags go low*

*Inside the Japanese bike scene*

*Great Ocean Road feature*

*Road tests - 2 Lightweights and 1 Tourer*

*Sydney to the 'Gong Tour'83 - Entry form*

*Fat-tyre test - the Bushranger*

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# Freewheeling



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Cover photograph: Bike riders demonstrate the superior handling characteristics of the Blackburn Low Rider racks (see review page 47). The interesting street scene is Queensland's oldest town Gayndah on the proposed Capricornia Cycle trail linking Rockhampton and Brisbane. Photograph this page: Freewheeling is for kids too.

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**If you are all packed up and don't know where to go,** consult the Freewheeling Touring Service for route guides and information on the best touring destinations in Australia. Send for a free catalogue now. Freewheeling Touring Service Box K26 Haymarket NSW 2000.

**Wanted for Modelling Opportunities:** Young men and women 18—38 are needed for occasional modelling assignments with bicycling themes. Only experience necessary: the ability to comfortably ride a bicycle. Sydney region. To register your interest, send recent photo and your height measurement to: Freewheeling Publications, Attention: The Publisher Box K26 Haymarket NSW 2000.

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**Mail to Classified Ad Dept. Freewheeling BOX K26, HAYMARKET 2000.**

## National Bike Events Calendar

### SEPTEMBER

**Sunday 4 September.** Annual Maitara Bike Rally, WallSEND to Newcastle and return. Organised by the Newcastle Cycleways Movement the route follows the newly opened E-W cycleway route. Families and Friends welcome. Lunch in city park. Contact: Steve Weatherstone (049) 54 9970.

### OCTOBER

**1 — 9 October.** Commonwealth Bank Cycle Classic — Australia's answer to the Tour de France. A great stage race down the Pacific highway from Brisbane to Sydney. Finishes at Pier One Sunday 9th. International amateur competition at its best.

**Sat, Sun 8 & 9 October.** Double Century Ride, Melbourne-Bendigo-Melbourne. Organised by Eastern Bicycle Touring Club, the route follows back roads where possible. Contact David Cash EBTC (03) 848 1037.

**16 October Sunday. A big day for NSW cyclists. Pedal for Heart** — The National Heart Foundation's annual bike ride sponsored by the Sun Herald. Full details in that paper. Sponsorship forms from newsagents. This year a new format based on Centennial Park with a 30k course south to Botany Bay. See news item elsewhere.

**Century Cycle** consisting of the **Ride of the Century** and the **Race of the Century**. Riders from 12 locations around Sydney to converge on Domain will then escort the racers to Centennial Park and witness Race of the Century. 100 road racers will participate in a spectacular event to mark 100 years of amateur racing. See story elsewhere.

**23 October.** Sunday Green Valley Twin Century. A fitness challenge ride held annually in the Liverpool (NSW) area. Distances can be ridden either 50,100,150 or 200 kilometers. Achievement awards. Sponsored by Green Valley Cycle Touring Club and Bicycle Institute. Details phone (02) 264 8001.

**30 October Sunday.** Geelong Otway Century Tour. An exhilarating 160 km endurance ride over part of the Great Ocean Road. Organised annually by the Geelong Touring Club. Contact

### NOVEMBER

**Saturday/Sunday November 5/6.** Convivial Cumberland's Cattai Capers. A gathering of Sydney cycling clubs and touring cyclists will be held at the Cattai State Recreation Area at junction of Hawkesbury River and Cattai Ck. 12 km from Windsor. Ride from your area and meet by mid-afternoon at Cattai. Organising club the Cumberland Cycling Club is providing an evening of entertainment and great socialising. Bring food, tents, etc. Swimming excellent. Contacts Maurice Stanton (02) 682 4634, Barbara Darmanin (02) 869 8834.

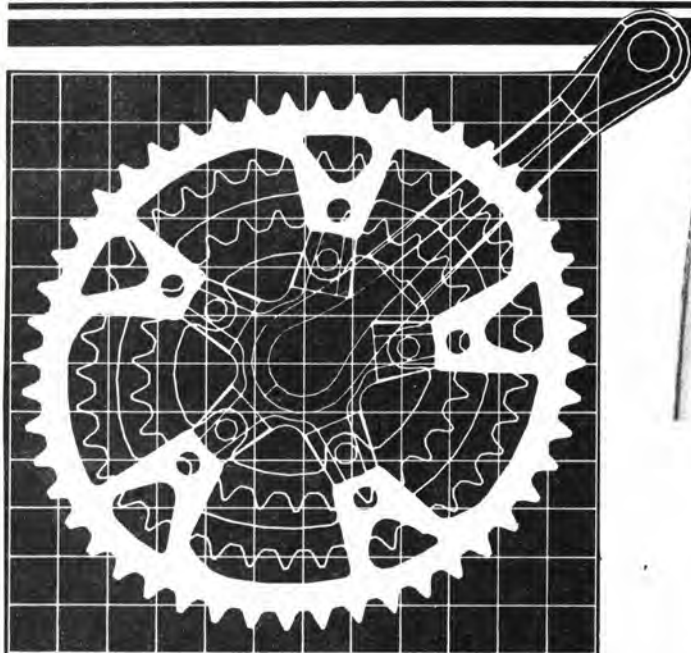
**Sunday 20 Nov.** The second **Freewheeling Sydney** to the 'Gong Bicycle Tour. 85 km, 1000 riders. Entry form and details elsewhere in this issue. Morning tea and return rail fare included in price. Entries close Friday November 4.

### How to Advertise in this Calendar

You can notify us of your events by writing to **Freewheeling National Bike Events Calendar Box K26 Haymarket NSW 2000**, or by phoning Warren Salomon on (02) 264 8544. We are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.



# New Products and Ideas



## Bio-pace Chainrings

The Shimano company of Japan has gone back to the drawing boards to once again improve another facet of bicycle equipment design. With the aid of a computer they have studied the forces and action which go into pedalling a bike. As a result of this research they have found significant losses in efficiency in normal pedalling action.

The outcome of this is a new range of chainrings called *Bio Pace* to optimize the cyclist's driving power. The chainrings are slightly egg-shaped rather than being strictly elliptical and come in bolt circle diameters of 30, 110 and 74mm.

The rings have not been released in Australia at this stage.



## Fat Street Tyre

Mountain Bikes are now in Australia and most come fitted with knobby tyres which are unsuitable for round town cycling on sealed roads. To make city and highway riding easier on this type of bike a new tyre can be made by the National Rubber Company of Japan.

The tyre is easily recognised by its raised centre tread design which when pumped up firm gives a smooth ride similar to a conventional 27" wheeled bike.

## Flying Saucer not a UFO

Much interest has been

created by the showing on television of improved bicycle technology. Amongst the latest batch is the Flying Saucer, brain child of Sydney inventor, Peter Bortolin.

His idea is a bike with pedals which push up and down. The bike is claimed to be up to 50% easier to push. This is probably due to the extra long 'crank' length of the pedal arms.

The bicycle pictured here was test ridden by *Freewheeling's* Warren Salomon who reported that he did indeed find pedalling a much easier task considering the high gearing used. The up and down motion of the 'cranks' gave this machine a very different feel to the circular motion of conventional chain-wheel and pedals.

## New Bike Bags

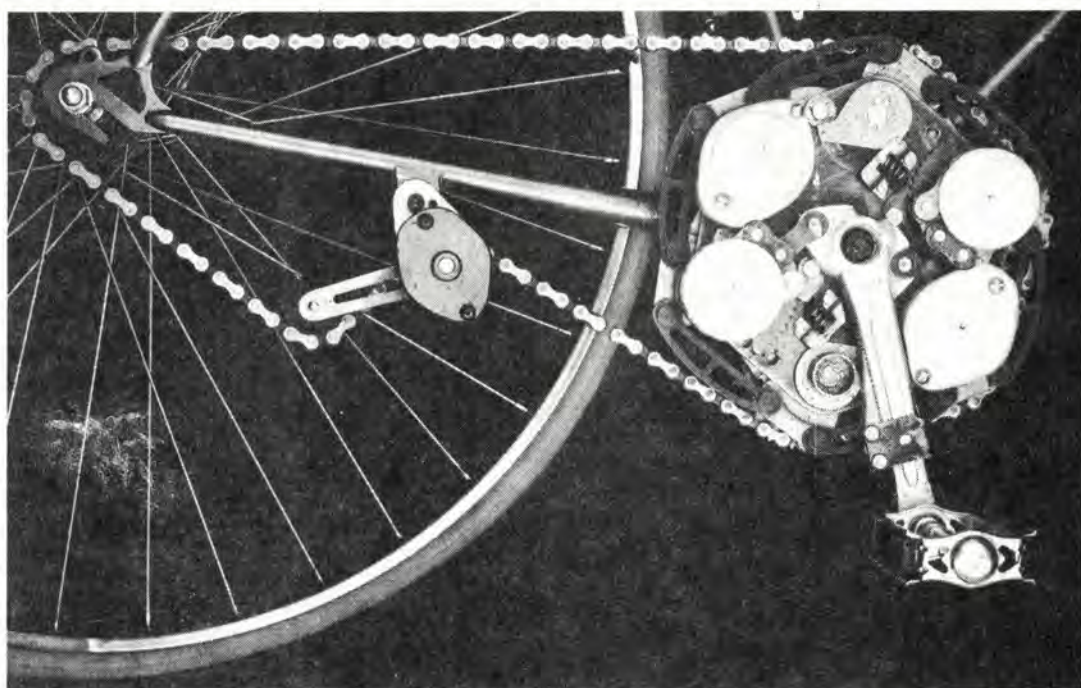
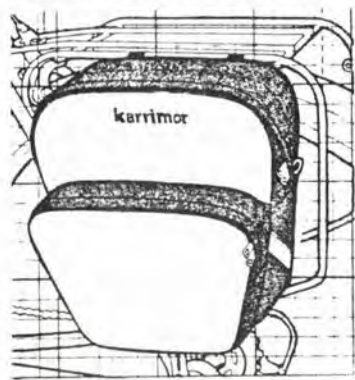
This year's spring season looks like being the best yet for bicycle travellers as at least three companies put new pannier bags and new models on the market. Graecross and Malvern Star both have new designs available and the market





# New Products and Ideas

leader, Karrimor is about to release its all new Kabriolet range. Included in this range are new rear, three position bags, and handlebar bags. Full details and a look at all these bags will appear in forthcoming *Freewheelings*. Karrimor will also introduce a brand new budget range of bags called Koronet to compliment its standard range.



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**AUSTRALIAN HIMALAYAN EXPEDITIONS**

## New deal for cyclists

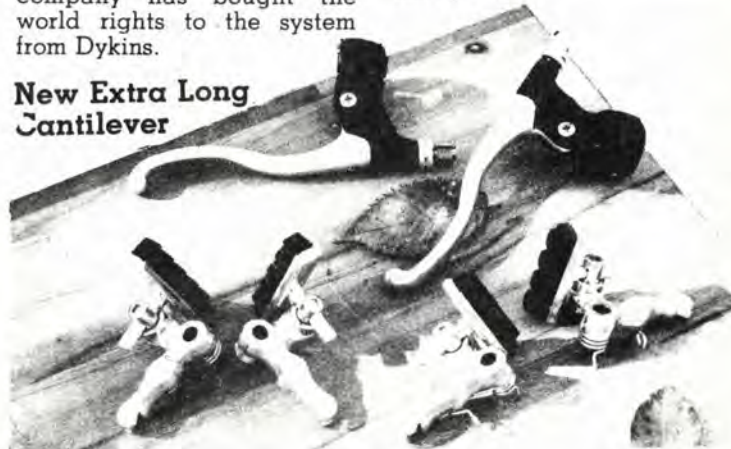
A new British company has been set up to exploit an automatic bicycle transmission system, which is claimed to be the biggest breakthrough in bicycle gears since derailleurs.

The formation of the new company, Deal Drive International follows a row between the inventor, Michel Deal, and his former collaborator, Dykins Industries. The rift arose because Dykins wanted to make complete bicycles, while Deal wanted to stick to manufacturing the drive mechanism. The new 400,000 company has bought the world rights to the system from Dykins.

The new company will market the transmissions but will subcontract the manufacture of the automatic transmission. The transmission has 16 gears and the gear change is effected simply through pressure on the pedals.

David Nicholas, Deal's marketing director, says the company will be producing gears by the end of the year and plans to build up production to 1/2 million units a year within two years. The company will also be marketing a "limited edition" of 2,000 bicycles with the transmission this spring.

## New Extra Long Cantilever



The Japanese brake manufacturer Dia Compe has released a new cantilever brake suitable for tandem or mountain bike use. The brake uses extra long cantilever arms

and extra long pads. The unit also features a positive brake adjustment system which allows for precise setting using only a 5mm allen key and spanner.



## Wide Alloy rim

Weinman have recently released in Australia the wide version of their popular 'concave' rim. This rim has an extra wide braking surface and is an extruded modular construction type. This rim is now in the two widths (22 & 25mm) for 27" tyres.



## Floor Pump

The Zefal Maxi is a new floor pump manufactured by one of the world's leading pump makers, Poutrait Morin of

France. The pump features a pressure gauge, folding foot stand and connector for either schrader or presta valve. The handle is removable and conceals the presta valve attachment.



## The Guines

Sugino Cycle Industries of Japan have released a unique collector's edition chainwheel set to commemorate 100 years of safety bicycle technology. Each set is individually engraved with its own production number and there is only a limited allocation to Australia out of only 1000 sets world wide.



## The new Alex Moulton AM7

Constructed of Reynolds 531 tubing this light responsive bicycle is unique for a derailleur gear machine in having the advantage of separability via the central kingpin. An extremely useful development for the cycle tourist also making use of a car, train or plane.

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Watch future issue for test review.

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### PENRITH

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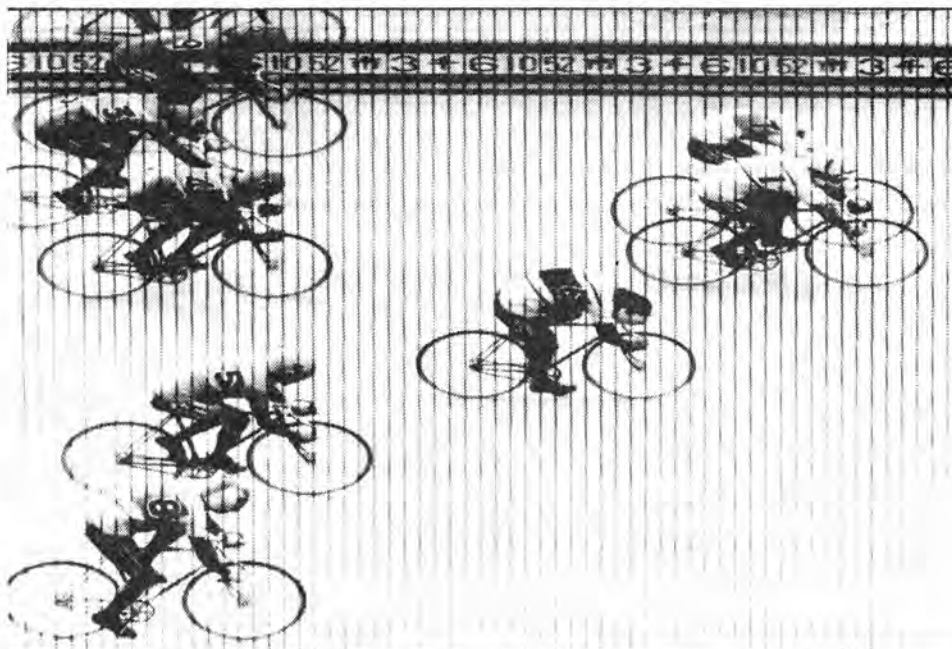
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# Inside Japan

## Part 1:

### The domestic cycling scene



Two aspects of cycling in modern Japan. Above: A photo finish at the Kerin — professional track racing. Below: Cycling is extremely popular at special recreational parks. The passengers of this pedal powered train are providing their own locomotive power.



Japan, that island country away to our north, builds most of the bicycles bought and ridden by modern-day Australians, yet very little is known by us of their domestic bike scene. In this the first of a special two part study of the Japan cycling scene, John Morris talks with *Freewheeling's* Warren Salomon about the Japanese people, their country, and their various attitudes to cycling.

A second part will focus on the bicycle industry and conclude with a look at Japan as a touring destination for visiting Australians.

It is easiest to contrast rather than compare Australia and Japan. For a start there is the pressure of a large population living on a small total land mass. Japan has a land area of 377,400 sq km not all of which is habitable.

In Australian terms this is only 1.6 times the area of the state of Victoria or roughly the size of the coastal plain between the Victorian border and Rockhampton. In this area live some 115 million people.

Whereas most of the 15 million Australians live an urban life style on an island the size of a continent, in Japan there are even numbers of people living in rural and city environments.

Japan consists of four major islands (from North to South: Hokkaido, Honshu, Shikoku and Kyushu) and many hundreds of smaller islands. Its major city and capital of Tokyo is at a similar latitude to Adelaide but its climate is vastly different.

Like most Asian countries the bicycle has long been the mainstay of the transportation system and even though more Japanese are able to afford motor vehicles the lack of available space is a big restricting force. Car ownership in Japan carries a high social status and in this regard Japan is no different from any other industrialized nation.

To understand the attitudes to cycling and the scope of cycle use it is important to relate to the various periods of a Japanese person's life.

**Childhood:** Though child riders are a large group within the domestic cycling population, on a percentage basis there would be fewer Japanese kids cycling than in the USA or in Australia. Once again space is an important issue. With very few quiet cycling streets and greatly congested urban environments, there are few Japanese parents who will allow their younger children the freedom and mobility of a bicycle. If a child has a bicycle it is generally used on supervised family outings and usually at recreational parks with specially constructed cycling tracks.

One such park has been built by a consortium of Japanese bicycle suppliers on the outskirts of Osaka. The Kansai Cycle Sports Centre caters for a number of different activities but all have a cycling theme. Part of the complex features a landscaped bicycle track winding throughout the grounds as well as the usual amusement park type attractions but with the bicycle difference.

**Adolescence:** When a Japanese boy or girl reaches adolescence they become part of the largest age grouping of bicycle user. The largest cycling publication in Japan, *Cycle Sport* is aimed directly at the 13-25 age group. During this period of their lives boys or girls have the most time available to pursue cycling interests. Once university is reached and a job found in the workforce there is little time then to devote to cycle touring or



general recreational activity. Once again the young person is usually directed to the established cycle parks as good touring roads are either hard to find or have restricted access due to overcrowded highways.

Of course there are always exceptions but generally the Japanese are very group oriented and only in certain circumstances is the adventuresome activity of bicycle touring ever encouraged by family and friends.

One such exception is the long distance cycle tourer. Perhaps you

have passed one travelling the highways of Australia. Usually he, (in almost all cases Japanese boys are encouraged to tour, whereas girls are encouraged to stay close to home and their group) is superbly fitted with European style cyclo-camping bike complete with canvas panniers.

Youths are encouraged to take time out between University and permanent employment and pursue this type of activity. Most will tour Japan but an increasing number are venturing abroad. There are many clubs like the Japan Adventure Cycling Club

which encourages and promotes this type of activity. The founder of the JAC is Motomitsu Ikemoto who has toured the world extensively by bike even climbing Mt Kilimanjaro in Africa with his machine.

**Adults:** Once life time employment is found, the main form of cycling activity practised is commuting. The Japanese are great commuters by necessity not by choice. Railway stations on the outskirts of the larger Japanese cities are often cluttered with hundreds of parked bicycles. These machines are often poorly



Images of modern Japan, clockwise starting above: The Japanese cyclist Australians are most likely to meet. A member of the Japan Adventure Cycling Club poses for a triumphal photograph at the SA border on the road across the Nullabor Plain. The Kansai Cycle Sports Centre features a number of amusement park rides like this overhead monorail system powered by . . . you guessed it . . . the passenger's own pedal power. The Japanese are great cycle commuters and often the 'bicycle pollution' problem is a real worry for civic administrators. An exciting start in the Kerin professional track cycle racing. Though there are cycle paths in many Japanese cities the pressure on available space is often so great that bike facilities often are used as motorbike parking areas. *Freewheeling* Japanese style — the cover of *Cycle Sport* magazine. A Japanese family on the outing along a recreation cycle path.





maintained and are only used for the daily journey between home and station.

In some areas the congestion problem has become so great that computer controlled high rise parking stations have been constructed with government support.

Some cycle paths have been constructed in the cities but often the demand for space by other road users restricts the usefulness of these facilities. For instance motor cyclists and car drivers will use cycle lanes or



paths for parking, pedestrians will usually ignore cycle paths and cycle traffic too.

**Kerin:** This is the Japanese word used to describe professional cycle racing. It is usually conducted on special tracks enclosed by grandstands. It is in many ways comparable to our horse racing, as 'on-course' gambling is one of the main activities. It is because of the influence of Kerin that bicycling has such a high profile in Japan though because of the association with gambling many Japanese would consider the association undesirable.

Kerin is a visually colourful experience with all the hysteria and adrenalin flow associated with high financial stakes. The races usually circle the track as in normal track events vying for positions but not exerting themselves. When the last lap is begun, a ceremonial type brass bell is sounded by a race official and all hell breaks loose, as riders go all out to be first across the line. There are usually ten races to a programme with nine riders taking place in each.

To the average Japanese gambling has always been frowned upon socially. Whereas gambling in Australia is socially acceptable it is looked upon as ruinous in Japan. As with various types of sport associated with gambling it is tolerated and is probably less socially respectable than prostitution.

Gambling is not less odious to the Japanese than prostitution but it would look that way from an outsider's (non-Japanese) point of view.

Quite often as a result of the associations with Kerin, dropped handlebars or narrow tyres on bicycles at schools are forbidden.

Japan has undergone many changes to its culture over a relatively short period of time. The effect and influence of Kerin is slowly diminishing along with other behavior patterns of the past. As more Japanese bikes are exported to the USA, Europe and elsewhere the bicycle culture becomes more international.

Japanese road and track racers of olympic standard are beginning to make their reputation in the international arena and touring and lightweight bicycles are becoming more common.

BMX cycling has never taken off in Japan. Much was expected from the publicity associated with the film *E.T.* but a boom (or even great interest) failed to emerge.

Basically, the bicycle is seen as a cheap means of transport. This frames the way the people regard bikes socially. As a result commuter bicycles are low cost and preferably low maintenance. Japanese consider that these bikes have to be as close to free as possible. As a consequence most are sold through department stores.

Even so the specialist dealer (sometimes a motorcycle/bicycle dealer) is more common, and has a comparatively greater market share

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than in Australia. This most importantly relates to the size of the population but the fact remains that Australia with a population of 15 million can only support about 500 cycle shops whereas Japan's 115 million is serviced by 37,300 outlets.

**Organizations:** Nowhere is the strength of the cycling scene more apparent than in Tokyo. There in the Japan Cycling Hall are housed the major groups involved in the promotion, manufacture and advocacy of cycling in the country.

The chief advocate group is the Japan Cycling Association JCA which has branches in each prefecture throughout the country. Unlike Australia, Japan has a unified political/governmental system with the majority of power resting with the central government. This follows through in all forms of society. The JCA is no exception.

JCA membership is compulsory for all touring cyclists wishing to carry their bicycles on the rail system. A special guide is issued to members explaining the disassembly procedure required for rail travel and a membership card must be produced to obtain a bicycle ticket.

As well as the JCA the other groups which have their head offices at the Cycling Hall are the Japan Bicycle Promotion Institute and the Cycle Roads Association. The JBPI is the industry sponsored group which usually arranges the international bicycle trade fairs held regularly in Tokyo. The Cycle Roads Association has undertaken the construction of cycle roads throughout the country. Its aim is to build 2,300 k of cycle roads by the end of the decade. By that time there will be a special scenic cycling road with a minimum length of 20 k in virtually every prefecture.

The final part of this look at cycling in Japan will study the bicycles ridden by the Japanese and the industry which successfully manufactures them. We will also publish a short introduction to touring in Japan and a list of contacts for further information



Bicycles must be correctly bagged for all internal rail travel. A cyclist stands ready to board one of Japan's bullet trains. Next issue: The bikes of Japan and the touring scene. Photography: John Morris and Martin Hanley.

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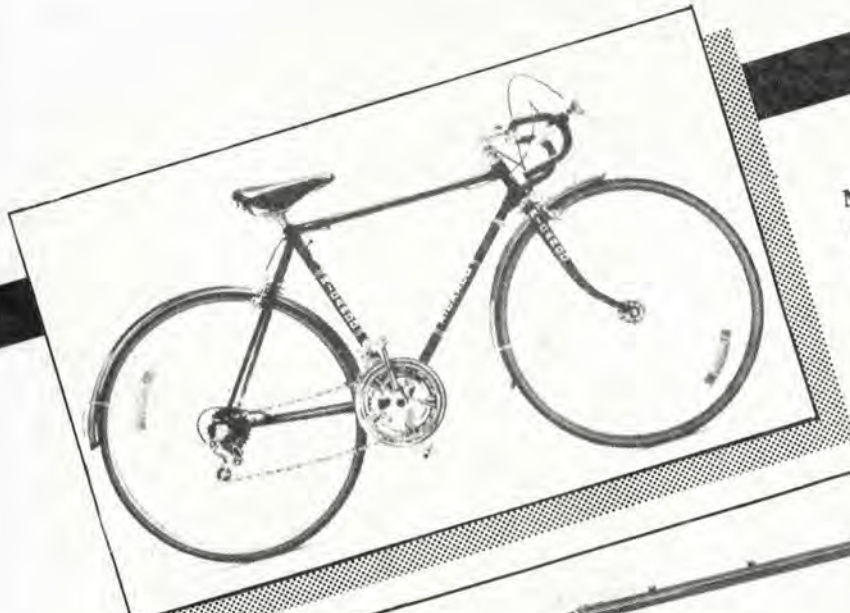


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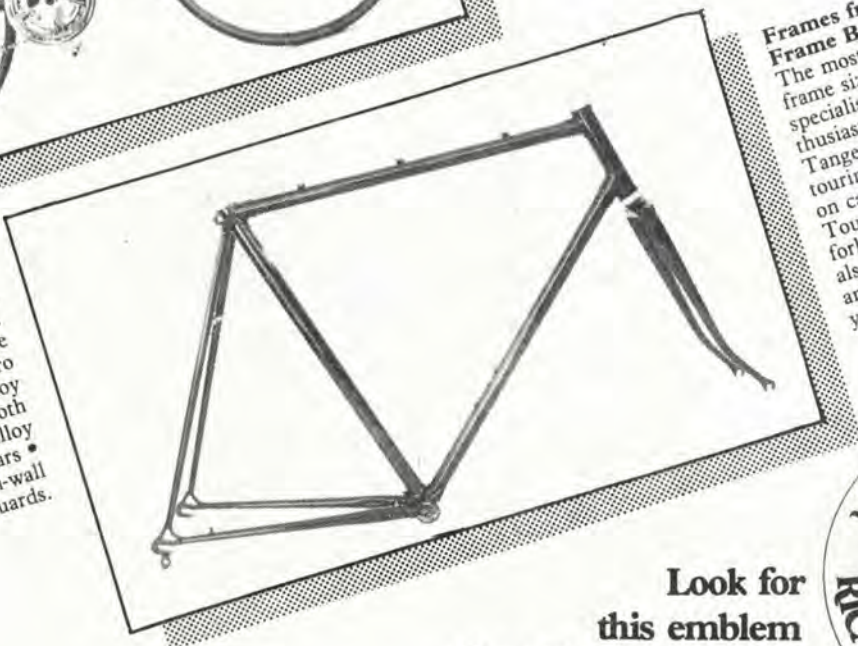






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# Treadlies, Jiggers and Grids

## The Bicycle and Australian English

by Jim Fitzpatrick

During the 1890s many countries, including Australia, were swept by a bicycling craze. By mid-decade many newspapers and magazines had instituted regular cycling columns, or featured occasional articles on the device. The bicycle was advocated, lampooned, criticized or denounced by various publishers and writers through cartoons, stories, poems and articles, and was the subject of earnest discussion across the entire socio-economic spectrum. Along with the machines, numerous cycle journals were imported, mostly from England and the United States, and several local ones were founded. In the period 1896 - 1900, in particular, every Australian colony (with the possible exception of Tasmania) had at least one. In New South Wales, Victoria and Western Australia several journals were simultaneously in print at one time or another. The result for Australian English was the rapid infusion of a variety of words and phrases from overseas, along with some home-grown creations and adaptations.

### Australian Adoptions

The *Oxford English Dictionary* (OED) indicates that the word 'bicycle' was used in England as early as September 1868, and in the United States as 'bysicle' and 'bicycular' by February 1869. The term 'cycle' was used in a similar sense by February 1871 in England. 'Wheel' was used to refer to the bicycle as early as 1882 in the United States. It appeared in the *English Dictionary of Slang, Jargon & Cant* in 1890, although in 1897 an English cycling author said that the term was more American than English. 'Bike' was used by at least 1882, although it is not clear whether it was of American or English origin. It is commonly used in America and is not listed as slang or colloquial in

American dictionaries. In the *Supplement to the OED* and the *Australian Pocket Oxford Dictionary*, 'bike' is given as a colloquial term.

'Boneshaker', a long-established word in the English language, was quickly adopted in cycling circles to refer to the iron-rimmed, rough-riding velocipedes of the 1860s. The word's use was eventually broadened to refer to any rough-riding bicycle, especially the solid rubber-tyred machines of the 1880s (pneumatic tyres were invented in 1888 and came into popular use in Australia in about 1893). The term 'header' also took on a new connotation as cyclists found themselves occasionally executing the manoeuvre (sometimes with fatal results). All of the above words were well established in Australia by 1890.

The phrase 'penny-farthing', now used to refer to the high wheeler machines that were popular in the 1870s and 1880s, was a relative newcomer. According to Ritchie, the high wheelers were originally called 'bicycles'. However, as the newer 'safety' models (similar to those we ride today) came on the market, it became necessary to differentiate between the two styles. The term 'ordinary' was consequently adopted to refer to the high wheelers, while 'bicycle' referred increasingly to the new 'safeties'. It was only after the high wheelers had substantially faded from the popular cycling scene (about the mid-1890s) that they were commonly referred to as 'penny-farthings'. Usage in Australian literature supports this contention. In a similar manner, the term 'bloomers', well-known today, was in fact far less popular in Australia and overseas during the 1890s than the alternatives, 'rational dress' and 'rationals'.

As would be expected, cycle enthusiasts and the racing fraternity had a seemingly endless number of highly specialised words and phrases that

never achieved general public use. An example is the word 'jigger'. The term, referring to mechanical gadgets having a jerky motion, was common in America and was understandably applied to the bicycle as well. However, in association with the Australian cycling scene I have encountered it only in cycle journals in the late 1890s.

Numerous adopted overseas terms current in Australia around the turn of the century have not survived to the present day, at least in their cycling sense. Among these are 'scorcher', for which the modern equivalent is 'hot rod', and 'crack', referring to a top class cycle racer. This led to such jokes as the racers training on glass tracks so as to produce better cracks. Tyre pumps were commonly known as 'inflators', women riders were often called 'cyclistes', and the modern bicycle was frequently referred to as a 'safety'.

In Australia 'pushbike' is now a common word for bicycle — possibly even more so than 'bicycle' itself in some circles. The earliest recorded use of the word referred to the OED is from an English newspaper of June 1905. 'Pushbike' is rarely listed in American dictionaries; the *Webster's Third International* specifically cites it as British, and comments upon it being used to differentiate between pedal and motor driven bicycles. The earliest written use of it in Australia that I have encountered is in the title of an unpublished typescript prepared by Francis Birtles in about 1910. The *Australian Pocket Oxford Dictionary* refers to 'pushbike' as a slang word. However, in my view the term is so common in Australia that it could hardly be considered as 'peculiar to one class of people', or 'outside of standard English', the *Australian Pocket Oxford Dictionary's* own definition of slang (I would argue the same with respect to 'bike'). Because of the increasing tendency to use the terms 'bike' and 'cycle' to refer to motorcycles, the word 'pushbike' would appear to be more useful than ever.

'Grid' is given as a slang word for bicycle in both English and Australian dictionaries, but is not mentioned in that sense at all in American ones. The evolution of the word to refer to a bicycle is not clear. The earliest written appearance I am aware of was D.H. Lawrence's 1922 work, *England, My England*. I have no idea when it was first used in Australia, but oral interviews suggest that it persisted as popular slang in many Australian schools until at least the late 1950s, and is still known in some circles.

A number of words and phrases associated with the bicycle appear to be



peculiarly Australian. Possibly the best known is the reference to a sexually willing or promiscuous girl as a 'bike' (e.g. the 'town bike' or 'office bike'). As David Williamson wrote in 1972, in *The Removalists*, '... Turned out the tart was the biggest bike in the district'. The expression 'to get off his bike', in the sense of losing one's self control, or temper, is also still used. Several examples of the above usages are given in Sidney J. Baker's *The Australian Language*, and G.A. Wilkes' *A Dictionary of Australian Colloquialisms*.

However, most cycling-associated Australianisms have not been recorded in Australian language studies or dictionaries. For example, the use of the noun 'treadlie' (I have never seen it written, so can not vouch for a spelling) to refer to a bicycle was encountered in oral interviews in Western Australia. It is used more with respect to an older bicycle, about which the owner might be a bit embarrassed, than to a new, prized machine. I have not found the word listed as referring to a bicycle in any dictionary, Australian or otherwise. However, its origin is undoubtedly associated with the use of the word 'treadle' to refer to pedalling a bicycle. This occurred at least by 1891 in England,

according to the OED; and in March 1895 an *Australasian* article, 'Women on Wheels', referred to a lady learning to 'treadle her bike'. Several Western Australians I interviewed still talk of 'treadling' their bikes.

The first adjustable handlebars seen on a bicycle by many Australians were those used by 'Major' Taylor, the legendary black American cycle racer who toured Australia in 1902/03 and 1903/04. For the next several decades the phrase 'Major Taylors' was used in this country as a synonym for adjustable handlebars.

Several of the brand names adopted for bicycles and tyres in Australia gave new connotations to existing words and names. People (such as 'Bond' and 'Brassey'), horses ('Carbine') and constellations ('Southern Cross') joined English bicycle club names ('Speedwell') and local creations ('Dux' and 'Malvern Star') in the Australian cycling pantheon. Such brands enriched the Australian language and, as decals on frames, added a highly mobile diffusionary element. And that very mobility was itself assisted by the 'Phiz' tyre, a Sydney product of I. Phizackerley.

The widespread use of the bicycle on the Western Australian goldfields resulted in several words being adapted to the peculiar cycling circumstances found there. One such was 'pad'. The

word has a long history in the English language in the sense of referring to walking (both men and animals) or a path formed by walking. Bicyclists on the Western Australian goldfields found that the packed, smooth pads created by the strings of pack camels that shuffled supplies between communities formed superb cycling routes (in fact, the best and most extensive cycling path system yet seen in this country). Eventually a number of additional bicycle routes were constructed informally by cyclists themselves and formally by Roads Boards; they were all referred to as 'bicycle pads', or simply 'pads'. The 'pads' (camel-and-man-made) were so important to the travel of local cyclists that 'The Goldfields Bicycle Pad Protection League' was formed in mid-1897 to lobby for Parliamentary legislation to prevent any but camels or cyclists from using them (horses and teamsters' wagons quickly chewed up the smooth surfaces).

Another Westralian development centred about the rapid delivery of messages, by bicycle, between goldfields mining communities. A number of cyclists delivered, on short notice, 'special' messages to anywhere on the fields, day or night. These 'special cyclists' were highly respected, could cover 300 kilometres in a day, and were considered important in the development of the fields from 1894-1896. As a result, the terms 'special', 'special cyclists', and 'special rider' achieved a unique connotation in Western Australia.

The word 'lengthrunner' refers to those men who, for many decades after the completion of the Kalgoorlie pipeline, collectively patrolled its entire length daily, looking for and plugging leaks. The term does not refer to the mode of transport. However, the pipeline 'sections' were ridden by bicycle for so many decades that the image of a 'lengthrunner', in the minds of most interviewed, was inseparable from the use of the bicycle.

An intriguing matter concerning the bicycle's introduction into the outback is the Aborigines' reaction to it. Neither I nor any anthropologists with whom I have discussed the question are aware of any ethnographic data. However, I have collected some 'reports' from early writings and recent interviews with European bush travellers and workers. Jerome Murif, for example, who rode the first bicycle from Adelaide to Darwin, in 1897, said that his machine was described by Aborigines he encountered along the way variously as 'kangaroo engine', 'piccaninny engine', 'big mosquito', and 'one-side buggy'. But given the tongue-in-cheek nature of much of his







writing and the apparently heavy-handed treatment the manuscript received at the hands of the publishers, I personally believe these terms were European inventions, and not necessarily by Murif.

This contention would seem to be corroborated by the fact that a reporter who worked in the Kalgoorlie area in the 1930s informed me that the Aborigines at that time described a bicyclist as 'white man run sitting down'. However, unknown to the reporter, the identical phrase, attributed to North American Indians, was published in at least one Western Australian cycle journal in the 1890s.

An especially interesting perspective upon colloquial Australian English is offered by the cyclists' concern with punctures from the numerous thorny plants found about the Australian countryside. The popular names of thorny plants were, and still are, confusing, misleading and inconsistently used, both locally and nationally. For example, the most common plant that affected rural cyclists nationwide was *Emex australis*. It was apparently first introduced from South Africa, first to Western Australia, where the Afrikaans word for it, *duweltjie* (devil's thorn) was corrupted to 'doublegee'. Other terms used to refer to it (both in W.A. and the eastern

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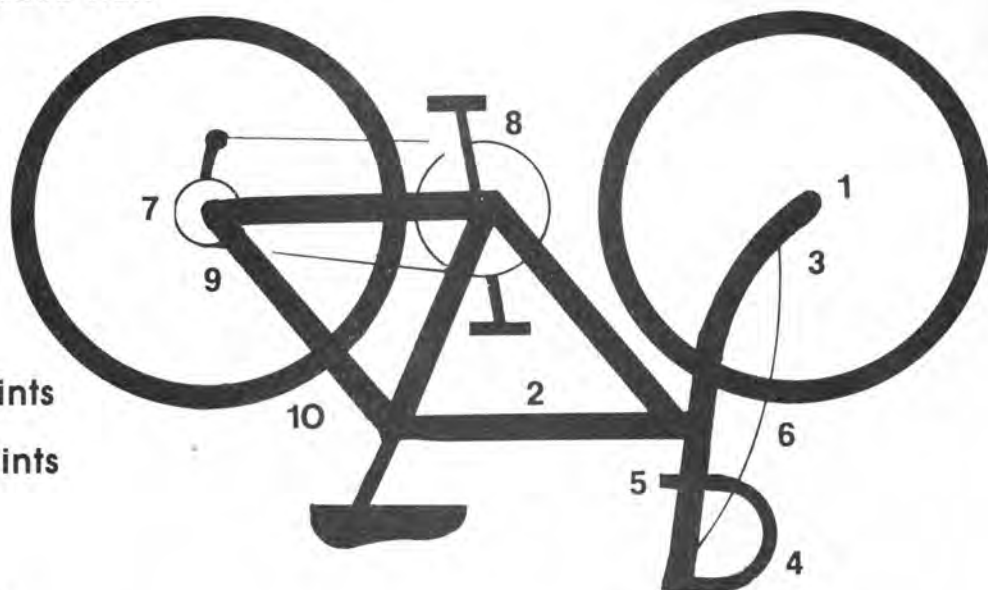
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10. Rear brake pivot points





colonies) were 'prickly jack', 'three-cornered jack', 'Cape Spinach', 'Tanner's curse', 'giant bull head', 'bendei' (spelled variously, e.g. 'bindy-eye'), 'spiny emex' and 'catshead'. Interestingly, I found that some of the eastern terms were known by West-ralians, although rarely used by them, while the Western Australian term 'doublegee' was not at all familiar to most 'tothersiders'.

As well, a given popular word was commonly used to refer to distinctly different plants. For example, the word 'bendei' was standardly used to describe various species of both *Bassia* and *Emex*, which are not related to one another. The cyclist, in bandying about the popular words, only seemed to have further confused an already complex terminological situation.

Two terms which came into particular vogue during this period were 'thorn proof' and 'puncture proof' (these were used worldwide). Both referred to bicycle tyres that were originally manufactured (or later modified) to resist puncturing, either by being extra thick or incorporating additional layers of rubber, leather or other material inside the tyre. 'Thorn Proof' was used as a trade name in Australia by Dunlop Tyres, but the widespread generic use of the term

appears to have precluded any proprietary claim.

The pneumatic tyre made another contribution to the Australian language. The word 'puncture', with the meaning extended through the concept of deflation to mean giving out, or tiring, was in use by early this century. In his book *On the Wool Track*, C.E.W. Bean referred to a man who gave out, "puncture" as they say out there"; and later to another who 'nearly punctured getting up that bank'.

And when Jerome Murif encountered heavily infested thorn country in Central Australia, he cut a small piece of metal to fit the profile of the cycle tyre. Mounted between the forks, the template swept thorns off the tyre before several rotations could embed them. He called it a 'burr dissuader'.

As with so many words, it is difficult to estimate how current they may have been at one time or another in Australia. Some, such as 'bicycle', 'cycle', 'bike', 'pushbike', 'penny-farthing' and 'boneshaker' have remained in use for many decades. Others have lost much of their popularity, if not disappeared entirely, in the sense they were formerly used, such as 'scorcher', 'crack', 'rationals', 'specials' and 'pads'. Such terms as

'kangaroo engine' and 'burr dissuader' appear to have been quite limited in their use, possibly restricted to the book in which they appeared.

The results of oral interviews have left me wary about making any claims as to the extent of word usage. The frequent volunteering of words like 'grid', 'treadlie', 'treadling', 'length-runner', and 'Major Taylors' has clearly shown that there are a number of terms widely used at one time, and still familiar to some Australians, which have rarely appeared in print. Perhaps dictionaries of Australian English, and language studies yet to come, will ultimately profit from the increased interest in oral history that is evident in this country. In any case, they should more thoroughly acknowledge the influence of the bicycle upon the language.

And not just in the past. It is an ongoing evolution. We now speak of ten-speeds, berm warfare, and free-wheeling it, even when not pedalling. And the BMX contingent has given us new connotations for such mundane items as tabletops, not so mundane items such as helicopters, and not so common entities as factory riders. And a powderpuff is not for dusting the face — she is more likely to bite the dirt.

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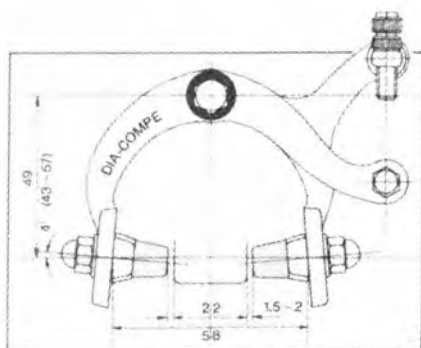
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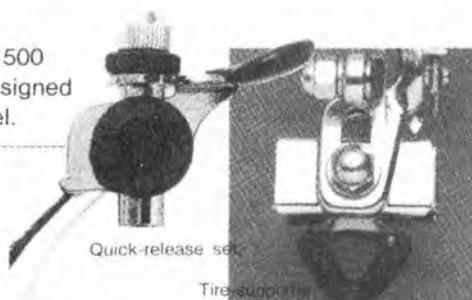
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# NEWCASTLE

## The new bike-city



Signs of the new bicycle age in Newcastle NSW. Above: Bike riders wait to cross busy Turton Road using a newly constructed angle median refuge. The rails are to enable a rider to remain seated on the bike. Note the new bitumen filling to take the sharp edge off the dropped median. Below: A tandemist's view of the cycle/parking lane along Parry Street.



After five years of effort and intrigue the Newcastle bike plan has finally reached implementation stage.

The launching in Newcastle in early June was designed to bring forward to the public's view as much as possible the New South Wales government's recent initiatives in the field of planning for cyclists. The day provided a veritable smorgasboard of announcements.

The minister, and representatives of Education and Police Departments announced new programmes to teach and enforce safer cycling behaviour. Bike Ed programmes already operating in Newcastle (involving 75 teachers from 50 schools) are to be extended to train another 60 teachers in the region.

A bicycle enforcement programme employing a motor cycle policeman was commenced for a trial period. The police programme is aimed at improving on road behaviour of cyclists and motorists through the effective enforcement of traffic laws. The minister was able to inspect the motorcycle and talk with the officer assigned to the programme, Constable Tony Tamplin.

Three educational booklets published by the Traffic Authority featuring Spike Milligan were also put on display. These are aimed at three age groupings of children and each display recommended behaviour for cyclists in on and off road conditions. The booklets are currently available free from newsagents throughout N.S.W.

Minister Cox who said at the launching that he intended making 'Newcastle the bicycle capital of Australia', set advocates and public servants alike talking in excited tones when he mentioned the likelihood of increased funding for the 1983-4 financial year. Though no figure was announced the sum of \$500,000 was mentioned in casual conversations.

One interesting detail was revealed by the day's proceedings and that concerned the area of encouragement. Obviously the government sees the Spike Bike Books more as encouragement than education for it was stated during the afternoon that the government runs encouragement programmes to support its other initiatives and not to promote cycling generally.

This is all the more interesting since 'encouragement' has always been the least talked about and least interesting area of activity to the government so far.

This was obvious by the fact that the 'encouragement' for the days proceedings was left to the local advocate group the Newcastle Cycleways Movement. Obviously a decision was made to concentrate attention in the Newcastle Area and so the responsibility for notifying the media and interested and involved parties was left to the local cyclists themselves.

What it did show was not that the NCM is an extremely competent group with a multitude of skills and a



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Newcastle Mayor Ald. Joy Cummings and Transport Minister Peter Cox at the cycle way opening.

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FREEWHEELING 22

thoroughly professional approach to the job at hand (which it is), but that age old problem of the government and its bureaucracy not being enthused with an idea which was not theirs in the first place.

The launching of the Newcastle Bike plan however, has changed all of this. The government has seen what it has achieved in Newcastle and that its efforts so far are successful and have the strong support of the cycling community.

Finally, praise must also go to the Newcastle City Council and its mayor Ald Joy Cummings who have solidly supported and participated in the scheme. Their progressive attitude will no doubt benefit not only riders of Newcastle but NSW as a whole.

### On the road and loving it. A personal view of Newcastle by Warren Salomon.

Fantastic! That's a good word to describe my impressions of the new East West Cycle facility in Newcastle. Following the official proceedings I had the pleasure to accompany a small group of local cyclists and State Bicycle Committee members on a two wheeled inspection of the route.

A likeable feature of the route is that a large proportion of it is off-road though the on-road sections are far from being unpleasant.

We left the CBD on a wide road lane marked to allow an outside cycling/parking lane. Somehow it felt good to be actually allocated space on the road — gone were the bad feelings from motorists who didn't support your right to use the roads.

Once out of the city area we rode through quiet back streets and began the first of two lengthy off-road sections to the present end-of-path at Iloura Street end of Jesmond Park.

Along the way I noted with pleasure a number of structures and 'engineering treatments' designed to increase the safety aspects of the route. Most impressive among these were the traffic lights with a separate cycle activated by a button labelled 'cyclists'. Somehow it seemed that 'big brother' had recognised my rights to exist. I was not a misguided looney after all. It was alright to bike. Who knows, it may even catch on.

The final section of the route took me over the hill to Jesmond Park through an old railway cutting. This part follows an old coal railway which had fallen into disuse before the coming of the bike path.

The road surface for the most part is excellent with the only rough patch being the on-road section between the two off-road paths. Obviously most of the improvements to come will occur on-the-road but what ever happens Newcastle is destined to live up to Minister Cox's prediction. Look out Geelong, it's all happening now in Newcastle.



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- The off-road bike with the right equipment for all dirt road applications



### Specification:

**Frame:** Tange Champion chrome moly mountain bike tubing, cast drop-outs and tips.

**Gears:** SunTour Mountech

**Gear changers:** SunTour Microlite Thumb+shifters

**Hubs:** SunTour Dirt Series Sealed bearings

**Chainwheel set:** Sugino TGT Triple

**Brakes:** Dia Compe extra long Cantilevers 980, with 280 alloy cast levers.

**Stem:** Alloy bull moose type

**Tyres:** National MB

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*The Panaracer All-Purpose Mountain Bike Tyre. Hillman sells them.*





# Nishiki Custom Sport

Good looking Japanese

Freewheeling  
**ROAD TEST**



For some time now most of Australia's bicycles have come from Japan or Taiwan. It is only lately that original Japanese brand name bicycles have become available.

Readers of United States magazines will recognise the names, Bridgestone, Centurion, Shogun and Nishiki. One of the first Japanese brand name bikes the Shogun 2001 was reviewed in a previous *Freewheeling*. Now the Repco Cycle Company are introducing the Nishiki in two models.

Though bikes bearing Nishiki brand and others may be made in Japan the design of bike imported into Australia is essentially different from bikes sold there.

For a start the frame sizes for the Japanese market are usually small, and on sports type models 700c (European size) tyres are fitted. In short the Nishiki now available to Australians is a bike designed for a western buyer but with the finish we've come to expect from Japan and which is demanded by their domestic market.

The Nishiki Custom Sports is a very well finished bicycle. Its number 5 plain gauge Tange chrome moly frame is as good as any found on this class of bike. In fact the type of frame used has almost created a class of its own in the developing medium priced 10-12 speed lightweight area.

The bike on the road gave a comfortable ride and its 27 x 1 1/4" high pressure tyres pumped up hard gave a quick effortless ride. The saddle is comfortable and not the hard racing type so often fitted to sports machines.

The lightweight bicycle field is certainly gearing up these days in response to increased adult involvement and the similarity of each model offered, often presents a difficult choice. Generally it is the quality of the finish and the selection of componentry which provide the differences.

The Nishiki Super Sports uses component combination from Japanese quality components makers.

The crankset is Sugino GT and is

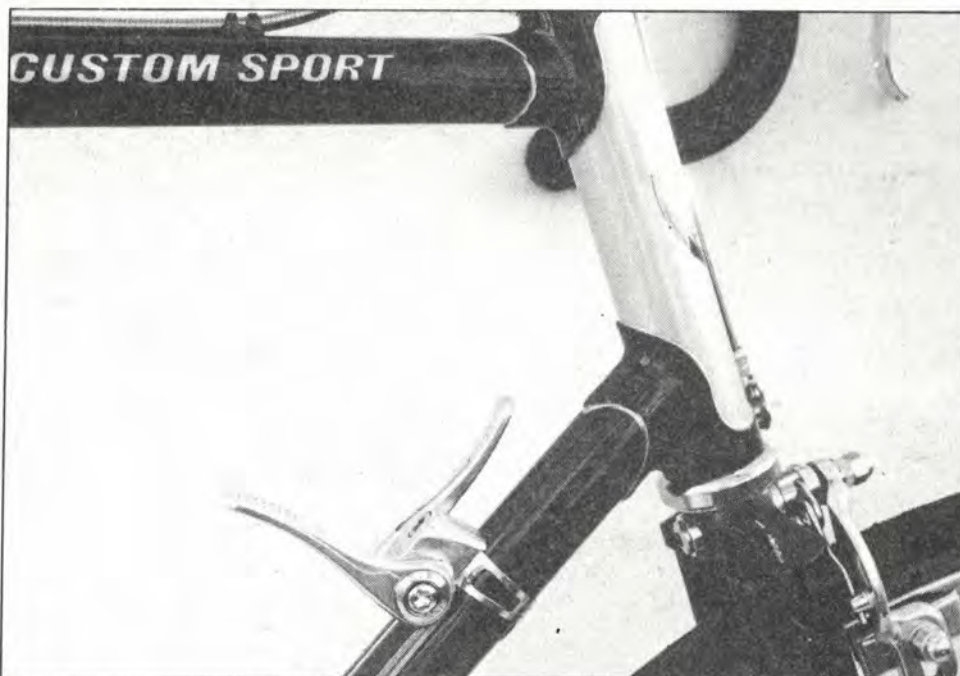
alloy cotterless but the chainrings are steel. Gearing components are Sun-Tour manufacture and feature the new AR front and rear derailleurs and the excellent top mount shifting levers. Gearing ratios are fairly standard and designed for city use rather than touring.

The Custom Sport's wheels are trade off between speed and cost with good quality Araya 27 x 1 1/4" narrow rims used with rustless spokes on Sunshine small flange quick release hubs. Though 1 1/4" tyres are fitted, the rims used would easily take wider tyres if comfortable touring was intended.

The addition of an alloy rack would instantly convert this bike into a lightweight touring machine though a pair of powerful legs or lower gearing would be needed to push any extra loads up steep hills.

For its class this lightweight is an attractive well finished bike and if it is an indication of what is to come from original name Japanese makers it will be worth any wait.





## Nishiki Custom Sport

RRP: \$439

Sizes: 53, 58, 63, Mixte 48.

Sized tested: 58cm

Frame: Tange No. 5 Plain gauge chrome moly tubing, lugged construction, cast dropouts and fork tips. Eyelets on dropouts for racks. Braze-

on's: Chain rest, brake cable guides, B/B gear cable guides. Tange MA60 head set. Hex key seat bolt. Box welded fork crown. Two-tone paint job. Head tube angle: 73°  
Seat tube angle: 72.5°  
Bottom Bracket Height: 275 mm  
Fork rake: 50 mm  
Wheelbase: 1050 mm  
Chainstay: 447 mm

## Transmission

Chainwheel set: Sugino GT Double Alloy Cotterless: 170 mm cranks. Steel rings.  
Chain: Izumi Gold/Black  
Derailleurs: SunTour AR (Medium length arm: rear)  
Freewheel: SunTour Perfect 6 sp. std.  
Levers: SunTour top mount (down tube) Microlite.

## Wheels

Rims: Araya 27 x 1 1/4 narrow.  
Hubs: Sunshine S/F Alloy QR  
Spokes: 14g, 3 cross pattern, rustless  
Tyres: Panaracer 27 x 1 1/8 skinwall

## Equipment:

Pedals: SR, SP 152 alloy  
Brakes: Dia Compe 500, undrilled lever, rubber hoods.  
Handlebars: Win Pista Alloy drop type, rubber grab on type covering.  
HB stem: WIN alloy 80 mm. Allen key bolt type.  
Saddle pillar: SR alloy with std. clamp bolt, fluted column.  
Saddle: Ariake Vinyl cover, thin padding.

## Gearing

	52	42
14	100.3	x
16	87.8	70.9
18	78.0	63.0
21	66.9	54.0
24	58.5	47.3
28	x	40.5

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# Ricardo Elite

## Sporty Aussie lightweight

Freewheeling  
**ROAD TEST**

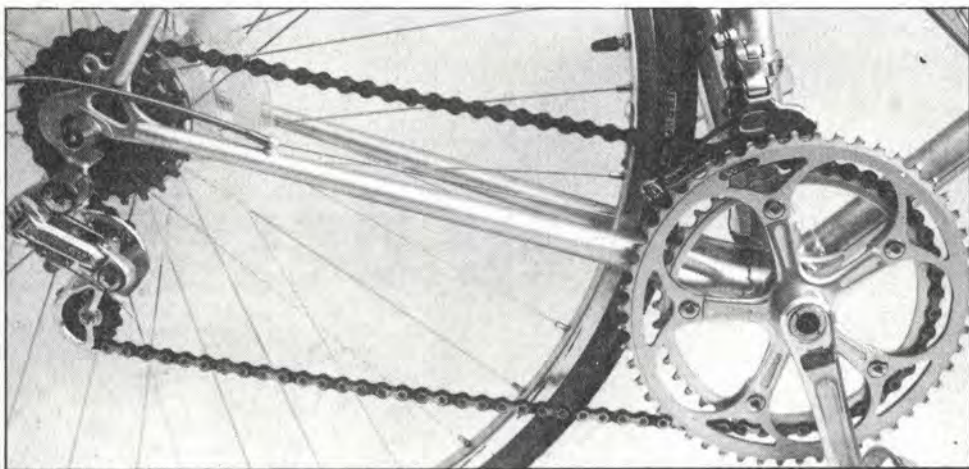


With Australian manufacture disappearing fast in the current recession it is great to find that a real Aussie bike manufacturer still exists. The company is Leisure Cycles of Australia, an Adelaide based company which operates its own factory making bicycle frames and assembling the various models in their range.

The quality lightweight end of their output is well represented by the Ricardo Elite, a stylish machine suitable for sport use and quick travel.

The Tange Champion No 5 plain gauge chrome moly frame, the 'bones' of the Elite, is finished with a metallic 'sparkle' paint job and is Australian made from quality Japanese tubing. The frame's 73/72° angles, shorter front rake and wheel base gave the bike a very comfortable and responsive on-road feel. The bike performed well in its intended environment — the city and suburban streets, and rural roads — and provided a comfortable ride over a lengthy period of time in the saddle.

Chain wheel set and gears are all good alloy Shimano 600 EX equipment. The 600 EX front derailleurs is one of the easiest shifting front derailleurs available and the short



arm EX rear will also shift rear gears efficiently.

The Ukai Modular E rims are good quality narrow rims and can fit even wider touring tyres than the 1 1/8" high pressure IRC's fitted. Narrower 1" tyres can also be used and would be an ideal modification if this bike were used in sports such as the triathlon.

Dia Compe 500G brakes are fitted with their excellent gum rubber hooded levers. These work well on the smooth finish walls of the Ukai

modular rims.

The basic aim of the manufacturer seems to have been to select components for the Elite which are tried tested and have proven performance. The equipment on the test bike was familiar Japanese componentry in the medium priced alloy range.

The Elite comes with toe clips, straps and water bottle and cage fitted as standard equipment and the addition of an alloy rack would enable the bike to be used for lightweight tour-





ing. Lower gearing would be needed if longer heavy-laden tours were planned.

The Elite will appeal to the large group of riders who want neither an ultra lightweight track racing bike or a long distance touring machine with extra low gears. The fact that this group is so large is demonstrated by

the high number of the Elite's class competitor bikes. As such the Elite and its class are in-between bikes and the many 'tacked-on' comments regarding touring suitability in recent reviews will testify to this.

The frame angles and choice of componentry offer neither the extremes of competition racing nor long distance touring, rather the class could be generally termed 'mid price range lightweight'. The Elite is a worthy member of this group.

### Ricardo Elite

**Suggested Retail Price:** \$485

**Sizes:** (cm) 53, 58

**Size Tested:** 58 cm

**Frame:** Champion No. 5 plain gauge chrome moly tubing. Cast dropouts and fork tips. Brazed-on guides for brake and gear cables. One set of brazed-on bidon mounts. Bidon and cage fitted. Box welded fork crown. Tange Falcon head set. Recessed allen key 'seat clamp bolt.

Head tube angle: 73°

Seat tube angle: 72°

Bottom bracket height: 272 mm

Fork rake: 45 mm

Wheel base: 1015 mm

Chain stay: 430 mm

### Transmission

Chainwheel Set: Shimano 600 EX

170 mm cranks

Chain: DID Gold/Black

**Derailleurs:** Shimano 600 EX  
**Freewheel:** Shimano Gold finish cassette type  
**Gear Levers:** Shimano 600 EX Down-tube mounting

### Wheels

Rims: Modular E 27 x 1" Alloy Ukai

Hubs: Shimano Multiple Freehub alloy small flange

Spokes: 15 gauge rustless 4 cross pattern

Tyres and Tubes: IRC Super HP 27 x 1" Skin wall. Presta valve tube

### Equipment

Pedals: KKT Pro-Vic II Alloy with reflectors, clips and leather straps

Brakes: Dia Compe 500G

Handlebars: Kasuki Alloy drop type

Handlebar Stem: Kasuki WIN 100mm reach alloy

Handlebar Covering: Black cloth tape

Saddle: Elina Super Pro

Saddle Pillar: Sugino SP-H Alloy micro adjust

Rack(s): Not fitted

Frame Mounting Eyelets: Single

### Gearing

	52	42
14	100.3	x
16	87.8	70.9
19	73.9	59.7
21	66.9	54.0
24	x	47.3

# CAN YOU AFFORD TO BE WITHOUT EARLY WARNING PROTECTION?



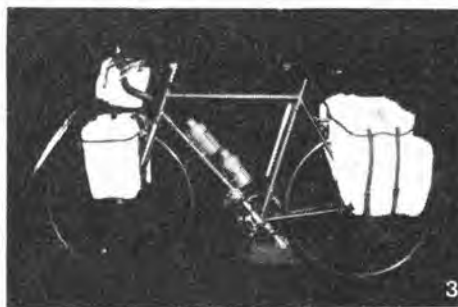
# IMPROVED DESIGN FEATURES



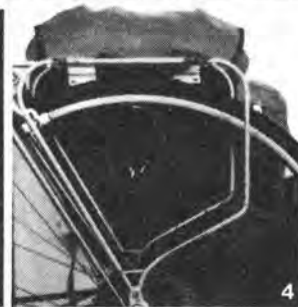
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# Spokesman No. 2

## Touring Eighteen-speed

Freewheeling  
**ROAD TEST**



This machine differs from the other touring bikes making their appearance in the local market place. The major difference is that it is not fully imported from Japan. Its pedigree is rather more mixed.

The Spokesman No 2 Special Touring takes its name from its Tange No 2 grade chrome moly tubing. The No 2 tubing is about as light as a touring frame should go without sacrificing some strength and rigidity. It's a good compromise.

The equipment fitted to this well finished Japanese made frame is an interesting mix of French and Japanese componentry. There is even an Italian touch with the superb Selle Italia suede leather covered anatomic saddle.

French components make up most of the transmission. The triple chain-wheel set is Stronglight type 99 and is good quality alloy cotterless. Both derailleurs are Huret Duopar.

The rear Duopar has at this stage of its history developed an impressive record of performance in handling wide range gearing. On the Number 2 Special its hardly working. With a low gear of 1:1 the chain wrap up is not that great. Where its positive gear shifting capabilities are needed

though is in dealing with the Sedis Sport chain on the Ultra 6 freewheel.

Tourers have for some time experimented with narrow six and seven speed freewheels. On its own the Sun-Tour New Winner freewheel is one of the best mechanisms developed. It's

just that the extra closeness of the narrow centred sprockets was developed for closer gear range racing applications. On a touring set-up with bigger jumps between the sprocket sizes, more precise shifting is required to select the right gears. the very flexi-







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ble Sedis Sport chain fitted to this bike exacerbates the problem.

The result is that quite often the right amount of overshift is not enough to move the chain onto the selected gear. Too much overshift will sometimes result in the chain moving over the cog selected and onto the next one.

This problem doesn't occur when the equipment is new, and on the Spokesman is minimised by the Duopar. The special mechanics of the Duopar work to keep the derailleur guide pulley as close to the freewheel as possible. This minimises any flexibility in the chain and gives good changing characteristics even under load.

The fact is that eighteen-speed touring gears offer no greater advantages over fifteen-speed mechanisms, just more gears. The important thing on a touring bike is that it is fitted with a triple chainwheel set to give a good set of usable cruising gears, a few overdrive type power gears, and most importantly a few extra low alpine gears.

The Spokesman Number two has these, though its gearing range attempts to spread the gears evenly over the entire range.

Wheels are another important touring item and one which the bike's designers have not been lacking. To the excellent wide Araya 27 x 1 1/4 rims are fitted one of the best all round touring tyres on the market, the 1 1/4" Michelin Sports. These are made by a French company in of all places England, giving this bike a truly international pedigree.

On the road the Number Two Special handled like a comfortable cruising bike. Unfortunately, the one thing lacking on this machine was a good alloy rear rack. In order to test the feel of the bike with rear mounted load we had to fit a rack. The makers have indicated that there would only be minor delays to a buyer wishing to take delivery of this bike with rack fitted. Of course there would be an additional cost involved.

The new bike scene is at last developing to provide for a diversity of machines for all types of uses. The touring bike field has been pioneered by a few specialist dealers such as the makers of this bike. With time the field will be as crowded as the light weight area is now.

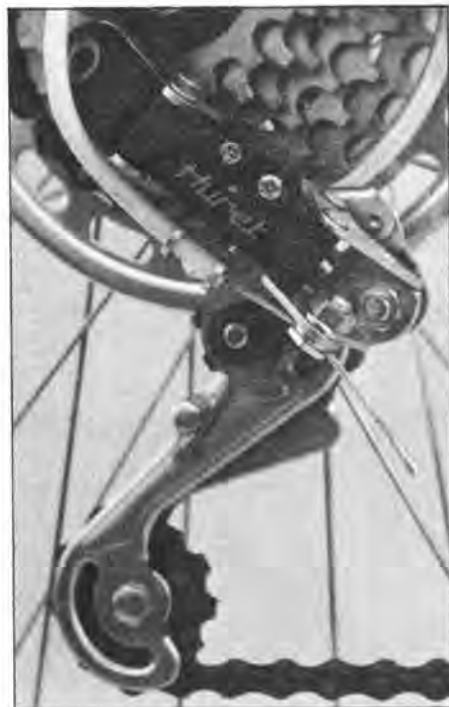
### Spokesman No 2 Special Touring

**Suggested Retail Price:** \$525

**Sizes:** (cm) 49, 53, 58, 61, 64, 69

**Size Tested:** 61 cm

**Frame:** Champion No 2 double butted chrome moly tubing. Cast dropouts and fork tips. Brazed-on guides for brake and gear cables. One set of brazed-on bidon mounts and screws. Box welded fork crown. Tange Falcon head set. Recessed allen key seat bolt. Head tube angle: 73°  
Seat Tube angle: 72°



Bottom bracket height: 282 mm  
Fork rake: 50 mm  
Wheel base: 1050  
Chain Stay: 455 mm

### Transmission

Chainwheel Set: Stronglight Type 99,  
Alloy cotterless triple 170 mm cranks  
Chain: Sedis sport  
Derailleurs: Front: Huret Duopar,  
Rear: Huret Duopar  
Freewheel: SunTour New Winner  
Ultra 6  
Gear Levers: Huret Jubilee Alloy  
downtube

### Wheels

Rims: Araya 27 x 1 1/4 wide alloy  
Hubs: Sunshine Pro-Am alloy low  
flange  
Spokes: 14 gauge rustless 4 cross  
pattern  
Tyres and Tubes: Michelin Sports, 27  
x 1 1/4 gum wall, schrader valve

### Equipment

Pedals: KKT Pro-Vic II Alloy, with  
reflectors, clips and leather straps  
Brakes: Shimano 600 EX  
Handlebars: Kasuki Medallion alloy  
Pista type  
Handlebar Stem: Win alloy recessed  
bolt 100 mm reach  
Handlebar Covering: Black cloth tape  
Saddle: Selle Italia Anatomic Touring,  
black leather cover  
Rack(s): Not supplied  
Frame Mounting Eyelets: Single

### Gearing

	52	44	32
13	108.0	91.4	x
15	93.6	79.2	x
17	82.6	69.9	x
20	70.2	59.4	43.2
26	x	45.7	33.2
32	x	37.1	27.0



# THE FAT TYRE FANATIC

## *Bushranger* *Malvern Star's off-roader*



This bicycle marks something of a milestone in Australian bicycle industry history. Malvern Star the giant of Aussie cycling has gone mountain bike and has put a bicycle onto the market with a triple chainwheel set. This is the first time in memory that Malvern Star has had a triple in its range and the word is that there's more to come.

The Bushranger is a bike even old Ned Kelly would have been pleased to lend his name to. Its not a cheap bike, but compared to its previous offering the Araya (see review *Freewheeling* Jan/Mar) it offers excellent value for money.

In appearance the bike has a lot going for it. Its stylish pearl grey paint work tastefully contrasted by the red

metallic finish Brushranger decals. Most of the equipment is top class, but there are a few exceptions.

Ideally a bicycle should be fitted with components of comparable quality. The main exception to this idea on the Bushranger were the pedals. A machine of its high quality should have had better pedals fitted. The low price bracket SR alloy pedals quickly went out of adjustment and were not designed to take toe-clips. A mountain bike is possibly the most adaptable type of bicycle currently sold. Any serious rider will need to have toe clips fitted to retain pedalling efficiency.

The only other place where the Bushranger was found to be lacking was the chain. The Shimano Uniglide chain is too light and flexible for alpine and off road conditions. The chain on the test model broke during a dirt-road section of our test run and was found to have stretched when re-joined. These problems should not detract the positive image conveyed by this bike. The new extra long Dia Compe cantilevers with cast alloy levers give the Bushranger possibly the best braking system of any bike on the market. Experienced riders should welcome this feature but the inexperienced should beware of applying the extra long brake shoes to the Araya 26x1.75 alloy rims too suddenly on rapid descents.

New mountain bike gear changers from Shimano are featured on the Bushranger. The MTB series or Al-11 front and rear derailleurs easily cope with the triple front chainwheels and 15-speed gears. The ratchet-operating thumb shifters move so smoothly and are positioned so conveniently one wonders why its only now that this gear control position has become available.

In fact there are so many positive things about this bike that rather than being a separate 'kids' phenomenon as was BMX, the mountain bike and its specialist equipment should begin to make inroads into the conventional adult cycle market over the remainder of the 1980s.

Aussie touring will benefit the most, for with long stretches of dirt road between the sealed, this type of bike is ideally suited for our wide range of road surfaces. Raised centre tread tyres are needed to improve on the high road friction produced by knobby tyres. The Mitsuboshi Competition III tyres on the Bushranger were excellent off the bitumen but a 'drag' around town. The 26" fat tyres with firm operating pressures are also ideal for the shocking city roads the test bike was ridden over in Sydney. In all a tremendously enjoyable bike to ride. If your cycling has lost its enjoyment some how this bike will help you regain it — and how!

### **Malvern Star Bushranger**

**Suggested Retail Price \$615**

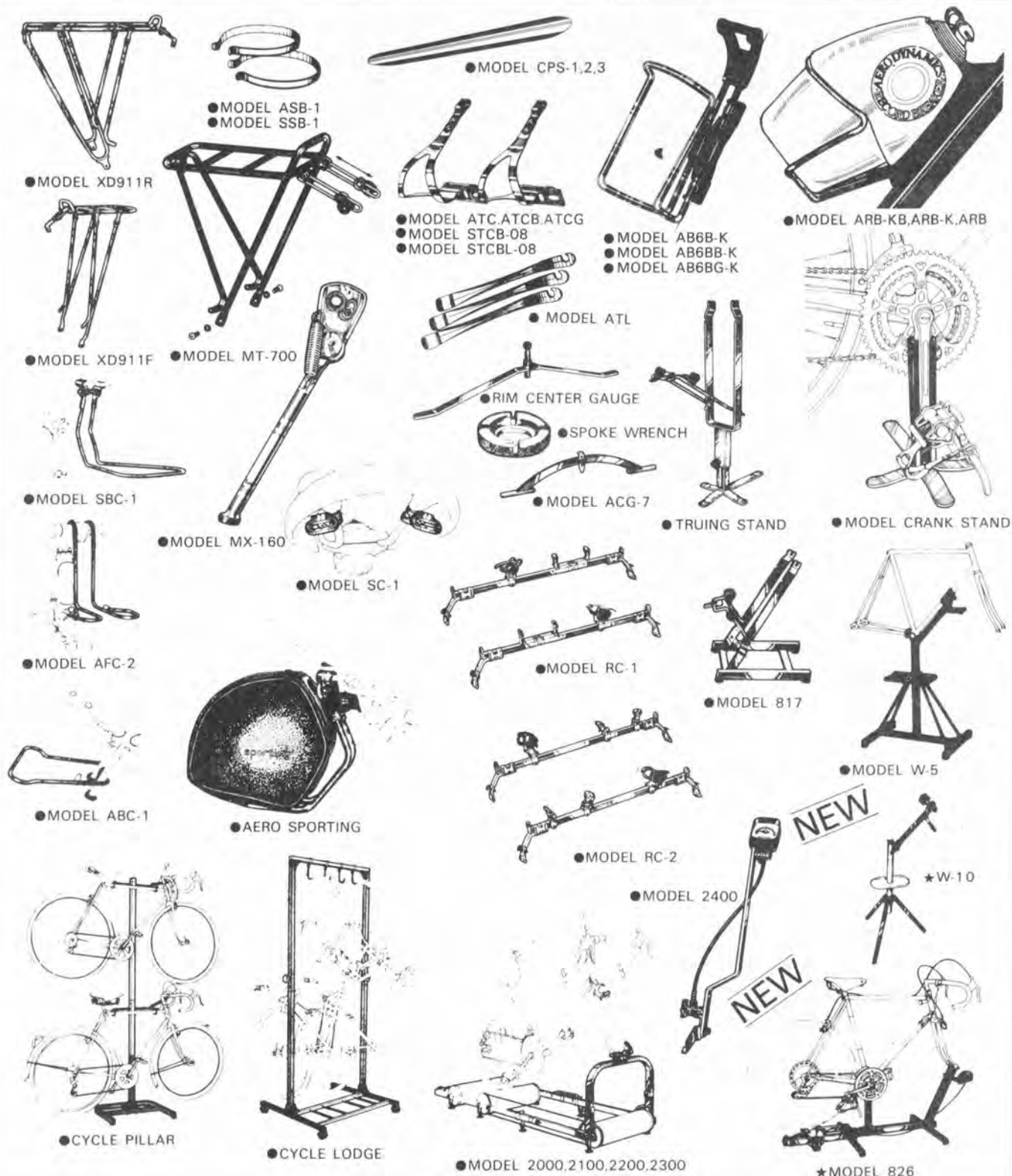
**Sizes (cm) 52, 55, 59cm.**

**Size Tested 52cm**



# MINOURA

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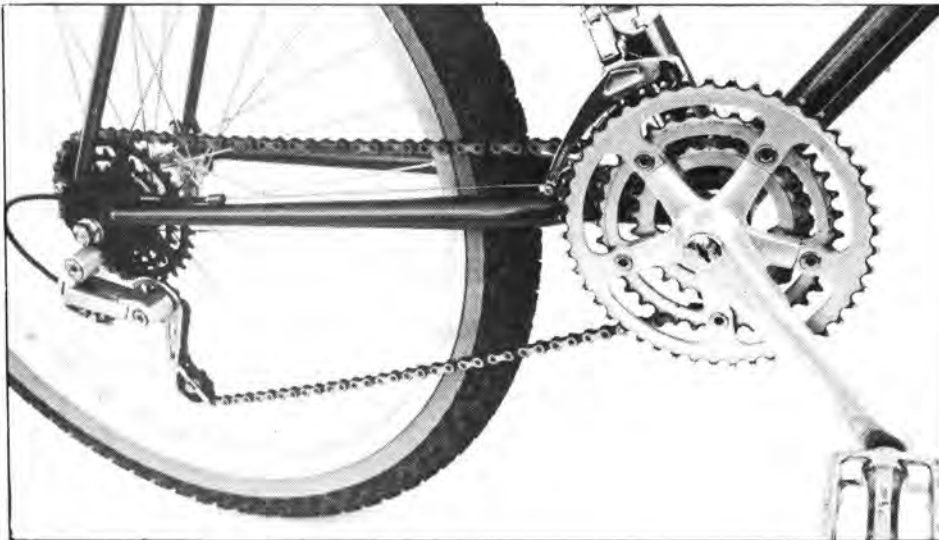
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**Frame:** Tubing — chrome moly, over size top and down tubes. Brake cable guides. Mountain bike frame. Brazed-on gear cable guides down tube and B/B shell. One set bidon mounts. Cast fork tips and dropouts. Fully lugged. Cast H/D fork crown. Tange MA60 headset. Suzue QR seat bolt.

Head tube angle 69°  
Seat tube angle 70°  
Bottom bracket height 305mm  
Fork rake 55mm  
Wheel base 1095mm  
Chain stay 470mm

**Transmission:**

Chainwheel set SR Aerox Triple Alloy 170mm cranks.  
Chain: Shimano Uniglide  
Derailleurs: Front — Shimano MBT  
Rear: Shimano MBT (AL11)  
Freewheel: Shimano Uniglide  
Gear levers: Shimano MBT Thumb shifter

**Wheels**

Rims: Araya Alloy 26x1.75  
Hubs: Shimano sealed bearing  
Small flange alloy  
Spokes: 14 gauge 4 cross pattern — rustless

Tyres & Tubes: Mitsuboshi Competition III 26x2.125 Skinwall knobble tread. Schrader valve.

**Equipment**

Pedals: SR SP468  
Alloy with reflector  
Brakes: Dia Compe cantilever Mountain bike type (X-long block and arm)  
Alloy cast brake levers.  
Grips: Black Sponge  
Handlebars: Chrome moly straight type  
Handlebar stem: SR MT-S100 Alloy.  
Saddle: Kashimax  
Anatomic. Leather cover.  
Saddle pillar: SR  
Laprade Alloy micro adjust  
Racks: Not fitted  
Eyelets supplied on dropouts F&R.  
Mudguards: Not fitted but clearance for fitting.  
Pump: Not supplied.

**Gearing**

	46	36	26
14	88.6	69.4	X
17	72.9	57.0	X
21	59.1	46.2	33.2
26	X	37.3	27.0
32	X	30.2	21.9

## An interesting synthesis

Among those people taking close interest in the flood of new Bush Bike componentry are tandemists. If the two seater has a real design drawback it is usually to do with wheels and braking. The new wave extra long cantilever brakes (DiaCompe Shimano both have models) and the 26 x 1.75 rims are being carefully evaluated and eventually we may see them being put to use on tandems. The new 26 x 1.75 road tyre with tread similar to a normal touring type tyre is exactly the type of tyre a machine the size of a tandem could use. The writers of this column are interested in any reader's applications of this new line of equipment. Send your photographs or slides to *The Fat Tyre Fanatic, Freewheeling, Box K26, Haymarket NSW 2000*. We will send you a free copy of the magazine your photo appears in for your trouble.

## What's in a name?

Australia is an island/continent with a relatively flat land mass. We have very few mountains as such and so the American term Mountain Bike is not entirely accurate when used here.

Added to this the fact that this new type of bike is about to receive a far-reaching application in the Aussie outback.

We Aussie Fat Tyre Fanatics prefer to call these machines 'Bush Bikes'. In this wide brown land of ours with many thousands of kilometres of dirt roads the bike will soon find its home not in the mountains, but anywhere there is challenging rough terrain. In many cases this will be on the decrepid road systems found in a few of our major cities like central Sydney, Brisbane and Melbourne.

So in order to encourage a uniquely Australian application and development of this improved bike design, we will be promoting the term 'Bush Bike' in future.

## FRAMES

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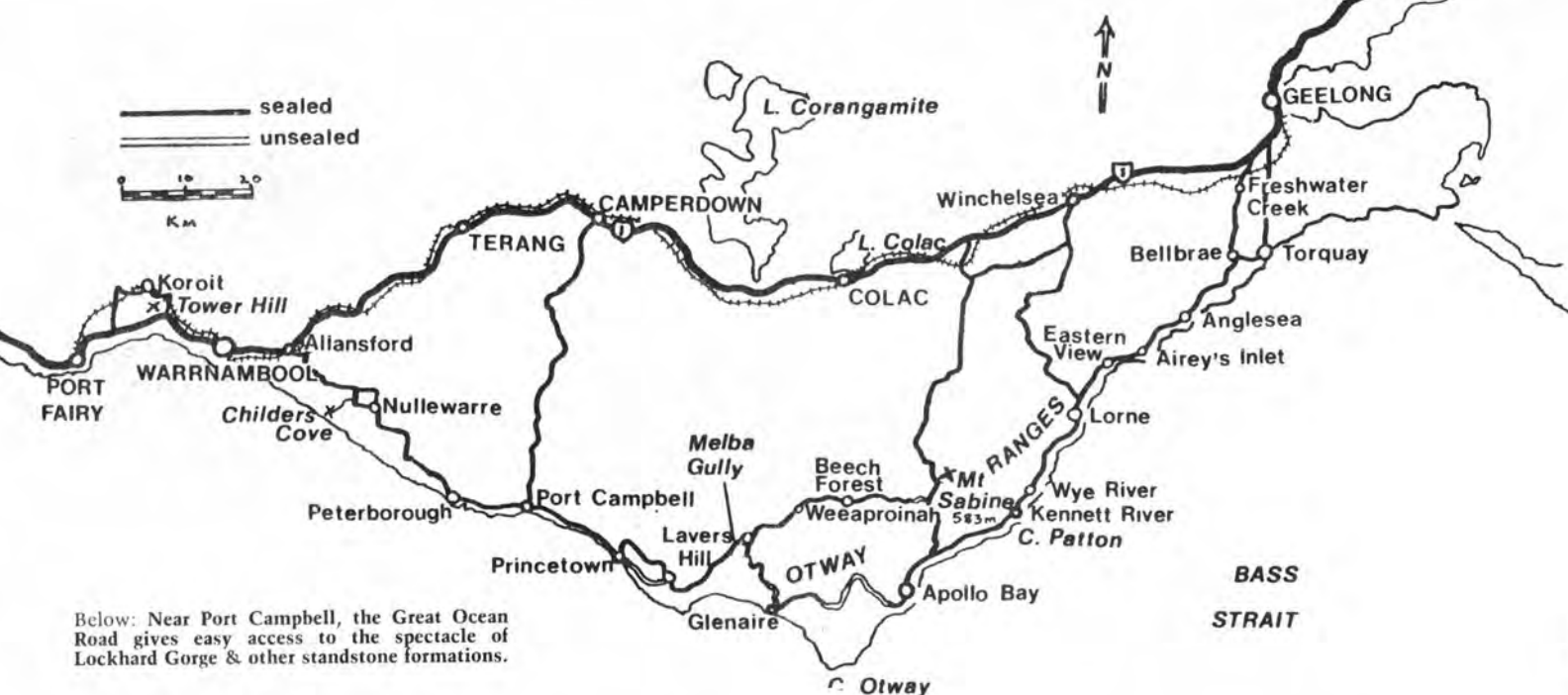
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# A Great Ocean Road

## A guide to one of Australia's best touring routes



Australia is a land of many spectacular natural features but nowhere so much visible from a good cycling road as along the Great Ocean Road in southern Victoria.

In this the first of an occasional series featuring the classic Aussie touring roads, Ray Peace describes the route and its many attractions.





Officially, the Great Ocean Road begins at Eastern View, 55 kilometres from Geelong, and ends at Childers Cove, 30 kilometres from Warrnambool. It was originally built between 1919 and 1932 as a World War One memorial. The time when we and the other cyclists we met enroute, chose to make the trip was fortuitously six weeks before and after two significant events in the history of the Ocean Road.

Six weeks before, in mid-November 1982, shortly after the Geelong-Otway Century Tour, the 50th anniversary of the Ocean Road was celebrated under the ceremonial archway at Eastern View. Following New Year, the usual holiday season filled the beach resorts and camp-sites to capacity. Six weeks later, on 17th February, fire swept out of the Otway Ranges down the Benwerrin Road to surround Lorne, then headed up the coast through Grassy Creek, Eastern View, Fairhaven Airey's Inlet and Anglesea, badly damaging all the towns and the coastal vegetation.

Although this area may take some time to return to normal, regrowth has already begun, and west of Lorne the Ocean road remains as it always was.

For us, the ride began on a Wednesday morning with the familiar train trip from Melbourne's Spencer Street terminal to Geelong, taking just over an hour. Our bikes, both loaded with front and rear panniers and a sleeping-bag on the rear rack, were carrying all the essentials and a few luxuries for five days travel.

We left Geelong's centre at 10.15, picking up the Princes Highway for the 8 kilometre run out through Belmont to the Anglesea road junction south-west of the city. The weather was warm and clear, with a light south-westerly breeze. Until Anglesea is reached the sea is nowhere to be seen. For the first 18 kilometres, from the highway to the Torquay road junction, the road undulates in a straight line through open country, finishing up with a significant hill just past the township of Bellbrae. One minor point of interest en route is the giant 10 metre stubby at Freshwater Creek.

From Torquay junction a more gradual climb continued for 8 kilometres, mostly through nondescript scrub, prior to dropping back to sea level in 2 kilometres and into the first of the west coast beach resorts. Anglesea sits in a shallow valley, with houses built in the scrub up the slopes on either side. There are perhaps a dozen shops, three of them milk bars; two of them are west of the river, opposite the waterfront reserve where we took a short break.

Beyond Anglesea the scenery alters from the mundane to the spectacular for the next 75 kilometres. The beginning of it is the climb out of the town over Point Roadknight, a long haul, but with a nice view from the top north-east and south-west along the coast. From here on the road alter-



The Twelve Apostles near Port Campbell.

nates from running high above the tide-line on the sheer hill-sides to just above beach level. After a kilometre or two adjacent to the breakers we found ourselves climbing hard to clear Urquhart's Bluff, then down again with the next land-mark already in sight, the Airey's Inlet lighthouse.

The lighthouse survives, unlike the service station near the river where we stopped for a minute before pushing on to Fairhaven, on the next hill 2 kilometres away. Without pausing this time, we came down onto the 5 kilometre flat section to Eastern View and that vanished wooden archway, a suitable spot for another breather and a photo.

Beyond Eastern View the going became tougher. First, there was a stiff but scenic climb around a headland that lead directly into the deep rock cutting of Broadbent Pass. The road then makes a loop inland around the heavily wooded ravine of Grassy Creek, coming back to the coast with another hard climb to reach the Cinema Point lookout. From here under the clear sky we could see with superb clarity back up the coast as far as the lighthouse.

Then it was back to the beach again, this time with a sheer cliff on our right for the first part of the run in to Lorne. At 3.30 we arrived in the town centre. Lorne was very crowded, the camping grounds, car-parks, beaches and pubs full, the shallows of Loutit Bay crammed with surfers and swimmers. This was pretty much what we expected, and after a short debate about where we were going to spend the night the ride west continued.

Beyond Lorne was even more wild and woolly than the first part had been. No towns, no wide river flats, only the sheer hillsides (the winding road blasted into them) and the sea. The pattern became familiar after a while; the river valley, like Cumberland river 7 kilometres west of Lorne, around a bay and down to beach level to cross the river, then out again, and up, around the next headland, in this case Mt. Defiance.

While admiring the view back west we also encountered three cyclists,

heading east for Geelong and enjoying the tail-wind that kept hitting us on each of these promontories.

The camp-site at the first of several possible stopping places, Wye River, was indisputably full, so we pushed on with growing tiredness into the setting sun over the 5 kilometres to Kennett River, which was similarly packed. Unimpressed, we took the shop-keeper's advice and went to Grey River, which almost fitted the bill as a perfect camp-site: sheltered, off-road, enough space for a limited number of tents, the beach and a creek for water both at hand. At this we ground to a halt.

The following morning we stirred early, and had both bikes ready to roll by 9.15. The day began with a long arduous climb over several kilometres, ending at Cape Patton, a point with a view in both directions. Looking west over the 75 metre cliffs we could see down to Apollo Bay 20 kilometres away, and the small part of the hills around it that had been cleared for farming.

On the narrow and undulating coastal plain we made good time. At Skenes Creek, 6 kilometres from Apollo Bay, we entered the camp-site and holiday home belt again, an annually occupied extension of the perennial town we arrived in at 10.30. We picked up a few odds and ends in this distant, somewhat down-market resort. This place was familiar ground from another trip a year before, but what wasn't was the next 50 kilometre section to Laver's Hill via Glenaire. Here the Ocean Road leaves the coast and cuts across the western end of the Otway Ranges, through the recently declared Otways National Park, and including about 20 kilometres of gravel road.

The road from Lavers Hill to Apollo Bay via Weeaprounah (Victoria's wettest town), and Beech Forest is a lot easier riding and better quality, but we were determined to stick to the Ocean Road. At Point Haley, 3 kilometres south of Apollo Bay, the road leaves the coast and climbs a 5 kilometre, consistently bottom gear hill, narrow and bumpy at first but improving greatly near the top. Once on the ridge the going was relatively



easy, at least until we ran off the tar-mac into the gravel.

This happened roughly 10 kilometres from Apollo Bay, and the following 12 kilometres, through a junction called Cape Horn and on towards Horden Vale, was undeniably awful. Fresh gravel had been laid on some parts while others had turned into a big dust-bath, and for us this meant a minor slip for my companion and much sliding for both of us, particularly on the long descent to the Aire river.

Beyond the rickety bridge we skirted the northern edge of the agricultural but remote river flats before halting for lunch in the hamlet of Glenaire at 1.30. However, the worst was yet to come. We crawled out of Glenaire on a wide climbing curve, briefly overlooking the sea before entering the bush again. The main problem was that the climb kept going almost continuously for the entire 21 kilometres to Lavers Hill, hard work in the sticky 30 degree heat then prevailing.

In the cleared areas closer to Lavers Hill there were views to the west, down to Johanna on the coast, of steadily increasing range and magnitude. From the town itself at the top, at 3.30, we could see a long way inland but this was less spectacular. The 21 kilometre descent from Lavers Hill to Lower Gellibrand on the Gellibrand river made up for this.

For the first 3 kilometres to Melba Gully we barely bothered to pedal, prior to detouring off the road to see this beautiful rain-forest reserve, with its waterfalls, tree ferns and glow worms, and at one time the site of the southernmost railway station in mainland Australia. The highest point on this road is actually further along, at Wangerrip, and the panorama from under the microwave tower is impressive: Moonlight Head close at hand on the right, and a long view right down to Capt Otway opposite.

After the final hair-raising descent from the Moonlight Head look-out to the Gellibrand river, we turned off down the old Ocean Road for Princetown. The deviations of the old Ocean Road from the course of the present one appear several times in this section, but in this case I happened to know that the Old Ocean Road followed the river to Princetown while the new one went over a few horrendous hills.

The drawback is that the old road is gravel and pretty rough with it. The first 5 kilometres were merely rocky, but after this our speed increased until the last kilometre before the main road, where wall-to-wall corrugations reduced it to a crawl. By 6 pm we were in the caravan park at Princetown, at \$1 each for the night because the owner recognized my blue-and-gold club T-shirt, worn when 8 of us stoppead a night here in January, 1982.

The 500 metre track to the camping ground is also abysmally corrugated, and includes one of the most decrepit bridges over the river I've ever crossed. On the third morning we traversed it a second time on our way to see one of Victoria's most spectacular stretches of coast, the 32 kilometres of Port Campbell National Park between Princetown and Peterborough.

The bike was now much lighter with much of the food gone, and the small front panniers had been ditched into the big rear Karrimors. The day was shaping up to be warm and clear, and the breeze having turned south-east was actually a tail-wind. After winding up fairly quickly from the marshy flats and sand-dunes of Princetown we found ourselves crossing the long rises and falls of the sandstone country, and before long made our way to the justifiably famous cliffs.

Our first stop was the 12 Apostles, although we were only able to count 11 of the weirdly shaped stacks on either side of the look-out on the headland. The soft morning light brought out the colours of the rock superbly. Our next halt to the west was Loch Ard Gorge, a location which in fact contains half a dozen points of interest and merits a good look at them all.

The Gorge itself is best known for the tragedy that took place outside it on the foggy night of June 1st 1878. The clipper ship *Loch Ard* hit nearby Muttonbird Island and broke up, drowning all but one seaman and a lady passenger out of 54 aboard; the survivors were lucky enough to be swept through the 30 metre entrance of the gorge and took refuge in a sea-cave.

Today over 100,000 visitors a year walk down the steps to the sandy floor of the gorge, peer at the lonely graves of the victims on the west side, and wander further along to see Muttonbird Island, the Blow Hole and the aptly named Thunder Cave. After crossing the dip over the Sherbrooke river we continued on our undulating way to Port Campbell, pausing briefly en route to chat to two passing cyclists.

Port Campbell, a deep cleft in the sandstone where a small river flows out, a fishing port, the only natural harbour of note between Geelong and Portland, is also a compact and pretty beach resort. We had a mid-morning cuppa under the tall Norfolk pines that line the seaward side of the main street. From here the 13 kilometre run to Peterborough began with a 1 kilometre haul back up to cliff top level on a newly surfaced section. This part of the Ocean Road is generally of good quality and of reasonable width, apart from a short run about to be re-done west of Port Campbell and the Curdies river bridge.

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we charged along, apart from an inevitable stop at the low double arch of London Bridge. At about 11 am we dropped down into the sand-dunes again to cross the Curdies River very very slowly and so into Peterborough. Having made good time, it was still too early for lunch, so we continued chugging along the coast road to the Bay of Islands. We parked our bikes in the parking area and took a wander along the foreshore to admire the view. While we were doing so we bumped into another tourist who was doing much the same thing as part of a fishing trip; his name was Malcolm Fraser, remember him!

We turned inland here and left the sandstone bluffs for the last time. The temperature, humidity and tail-wind were all rising as we climbed gently through Nirranda South and then turned west for Nirranda itself, where we invaded the shady grounds of the local school for lunch. When we resumed, at 2 pm, we missed the last 5 kilometres to Childers Cove by turning north to Nullewarre. We promptly got off the main road again by taking a quiet, sealed back-road for the 6 kilometres to Mepunga East, then re-joined it for an uneventful 13 kilometre flight to Allansford, where the Peterborough road joins the Princes Highway.

A short 10 kilometres with a few hills, mostly on divided road, brought us into Warrnambool, the largest city in the south-west with about 23,000 inhabitants. Being a Friday afternoon it was busy, and being January we again had difficulty finding a camp-site in the city. However, despite its size Warrnambool has a lot to see in a compact area.

On the way in we dropped off to walk around the gardens of the Fletcher Jones plant, which are maintained by the staff in an immaculate state. After stting up camp and cooking dinner I used the long summer evening to look at several other things: the mouth of the Hopkins River, Thunder Point and Lady Bay, then out the north side of town to see the Wollaston suspension bridge, built in 1899 as the entrance to a private estate and now classified by the National Trust.

The following morning, under a grey sky and drizzle, we also took a wander through Flagstaff Hill, the popular maritime museum which contains the old lighthouse, and also the cannons and fortifications built to defend Warrnambool against a Russian invasion.

The train to Melbourne, 270 kilometres away, in accordance with the recent improvements in Vic Rail services was one of the new orange trains, left on time and arrived back at Spencer Street late in the evening five minutes early.

With only two bikes we experienced no problems with the too-small guard's vans on these trains that larger gorups sometimes have. In retrospect, I and my friend Howard



were fortunate that we were able to see the entire length of the Great Ocean Road as it was before it's twin ordeals by fire and flood. The trip is still well worth making, for by the spring, regrowth will cover the floral damage and the ruined homes will rise again. The Ocean Road will be as beautiful as ever.

### Accommodation

For the cyclist travelling the Great Ocean Road accommodation is likely to be a two-man tent somewhere on the rear of the bike, although it may be possible with good local knowledge and planning to do it as a pub trip off-peak. The main peak period for the Ocean Road are the five weeks from Christmas through New Year to the end of January, and to a lesser extent the three long week-ends in Victoria in late summer and early autumn: Australia Day, on or near to January 26th, Labour Day, usually the second Monday in March, and Easter in late March or April. At these times finding a desirable spot to put up a tent in the major resorts may be difficult, though usually not impossible.

Running as I did from east to west, Anglesea has one large camping reserve on the foreshore, the turn-off being on the right from the main road just before the shopping centre. This reserve has all facilities and beach access, and is well sheltered by ti-tree scrub. Although there are several spots between Airey's Inlet and Eastern View where a tent could be put up for the night on the road-side, the next official campsite is at Lorne, 13 kilometres from Anglesea and 69 kilometre from Geelong.

The Lorne reserve is sandwiched in a narrow strip beside the St. George River between the Ocean Road and the sea, and Lorne being the most popular resort on the Ocean Road it becomes very crowded during summer. In the 45 kilometre section to Apollo Bay a much wider range of stopping places is available, although in some of them facilities are limited to non-existent. Cumberland River has a small caravan park on the small area of flat ground behind the road bridge.

However, like the fully equipped caravan parks at Wye River and Kennett River, 7 and 12 kilometres distant respectively, it would be fairly exposed in one of the southerly blows common on this coast. All but one of these camp-sites are fairly large, with at least one hundred sites and with on-site vans available, though the cost of van hire for one or two people would probably be high at certain periods of the year.

Beyond Kennett River two smaller camping areas are located at Grey River and Carrisbrooke River, on either side of Cape Patton. Both have space for roughly 20 tents each and no amenities, apart from water from the adjacent creek, requiring boiling prior to human consumption. As neither are under the direct control of

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anybody even in summer, occupancy is a matter of pot luck; however, Grey River in particular is well sheltered and secluded from the road.

In the **Apollo Bay** area caravan and camping reserves can be found in or near to the town centre, and also at Skene's Creek, opposite the junction of the Colac road 6 kilometres to the east, and on either side of the mouth of the Barham river south of the town. While the sports reserve on the right here is obviously under council control, cycle-tourists should also note that if they camp in the foreshore scrub beyond it on the left they will also be charged the following morning by a local ranger, probably too much considering the low-grade facilities available.

There are no supervised camping areas past Apollo Bay until **Prinetown** is reached, 87 kilometres to the west, although there are several accessible by making deviations of up to 20 kilometres from the Ocean Road. Within the confines of the Otway National Park one no-frills camping ground is located at the mouth of Stony Creek, on the coast between Storm Point and Cape Otway. A similar spot can also be found on the road from 'Cape Horn' to Beech Forest at the Aire River crossing. A camping reserve also exists at **Johanna**, on the coast between Glenaire

and Lavers Hills, but to reach it involves a 5 kilometre descent and 7 kilometre climb on gravel from the sealed Ocean Road.

**Prinetown** camping reserve suffers slightly from having the nearest (and only) shop 1 kilometre away on a hill and being rather open to the elements, but it is also cheap and conveniently close to the scenic attractions of Port Campbell National Park to the west. **Port Campbell** itself is considerably more popular, as the camping ground is located in the town centre next to the river, with two milk bars, and pub and a safe swimming beach within 5 minutes walking distance.

This camp-site or the two at **Peterborough**, 13 kilometres away, are convenient for the western end of the National Park, containing The Arch, The Crown of Thorns and the well known London Bridge. Beyond the end of the Ocean Road at Childers Cove, where camping would be possible but not very approved of, the City of Warrnambool, with half a dozen such reserves, would be the next convenient stopping place. Unfortunately, this area is popular in summer, and the very commercial camping areas between Lady Bay and Lake Pertobe get extremely crowded and charge like car repairers. **Warrnambool** can

be a pain at this time of year on a tight budget.

The alternative that avoids this, assuming that time and riding distance available can cover it, is to camp outside the city. As there is nothing within cooee east or north-east of the city, this effectively means **Koroit** or **Port Fairy**, 14 and 29 kilometres west of Warrnambool respectively. Koroit's reserve is relatively well sheltered by a good tree cover and Tower Hill, but the camping ground at Port Fairy is fairly exposed on the foreshore.

However, Port Fairy has a 56 bed YHA Hostel at 8 Cox Street, the only Youth Hostel on the west coast since the closure of the associate Hostel at Lavers Hill in 1981.

Pubs offering accommodation are to be found in the major towns from Geelong down to Apollo Bay, such as Anglesea and Lorne, the Airey's Inlet pub was burnt to the ground, but is being rebuilt. West of Cape Otway they become rather sparse, the only pubs beyond Apollo Bay on or near the Ocean Road are at Port Campbell, inland at Curdie Vale and Warrnambool. A pub trip therefore entails covering a minimum distance of 105 kilometres in one day through the toughest part of the Otways, a proposition which many cyclists may wish to consider carefully.

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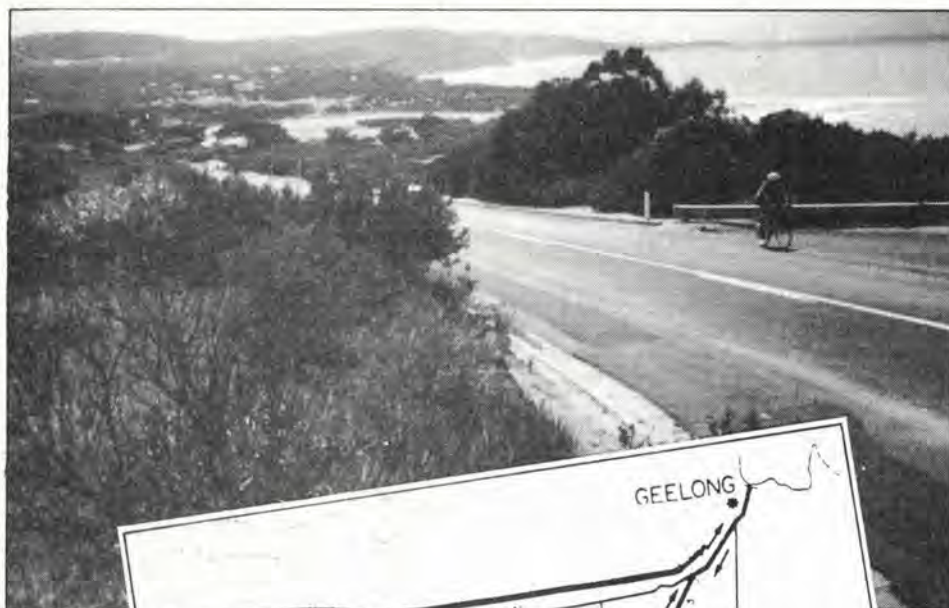
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# The Geelong-Otway Century

Of the various 100 mile or kilometre 'Century' tours run in Victoria the Geelong-Otway 100 mile 'Century' has the virtue of being one of the best organized, best attended and scenically attractive. The Great Ocean Road between Anglesea and Lorne includes some of Victoria's best coast-line, rugged but relatively easy riding and incredibly beautiful. Ray Peace went along on the '82 tour and has filed this report.

The Tour was first run in October 1980 as part of the City of Geelong's 'Springding' festival, and caught on as an endurance challenge to cycle-tourers and racers alike. At first light on October 31st 1982 I left my home in the Dandenongs in the car, the bike in the back seat, to collect a fellow cyclist in Croydon. With two bikes in the back the trip to Geelong, through the suburbs and down the inter-city freeway, took 1½ hours. This is what almost all Melbourne cyclists who went on the ride did, for there are no trains to Geelong on a Sunday morning that arrive before the scheduled start time of 9 a.m.

At 8.45 in South Barwon Park, beside the river of the same name,

over 300 cyclists were busily registering, chatting and checking their bikes. Most of them were racers, but the major touring clubs were there: Knox, Eastern and Melbourne, plus a few from the Tandem Club, and Geelong Cycle Touring Club in force on their home ground. Due to the large numbers involved a series of mass starts were organized.

A succession of packs, the biggest numbering over 80, left Geelong on the main Princes Highway through Belmont and headed south on the Anglesea road. A gentle but persistent head-wind made itself felt; although sunny it was cool, and the patchy sky made a few showers seem likely. The road itself undulated moderately as

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far as Bellbrae, where a large uphill preceded the Torquay road junction. The remaining 11 kilometres to Anglesea and steady climbing followed by a 2 kilometre descent to sea-level in the town itself.

A few riders took a break here at 10.30, but the slip-streaming majority kept right on going. After the initial climb over Point Roadknight came the most enjoyable 30 kilometres of the ride. For the run to Airey's Inlet the road clung to the hillside above the breakers, with a continuing panoramic view of the mountains yet to come, and Lorne far ahead.

No-one stopped in Airey's Inlet or Fairhaven, where the road dropped down to the beach front for the 7 kilometres to Eastern View. This was where the Great Ocean Road officially started, with a ceremonial arch-way and a stand of pines lining the road. The 50th anniversary was celebrated on this spot a few weeks later. It was followed by the short climb through Broadbent Pass, a short wiggle inland along the ravine of Grassy Creek and a second climb around Cinema Point and it's look-out.

A brief shower swept over us as the road dropped down to the cliff-edge again for the 6 kilometre section into Lorne. The road was narrow, but only carrying light traffic. Between 11.45 and 12.30 the majority of the riders pulled up in the foreshore car-park, had their numbers checked, had lunch and set off again, with 94



# Headlights for bikes!

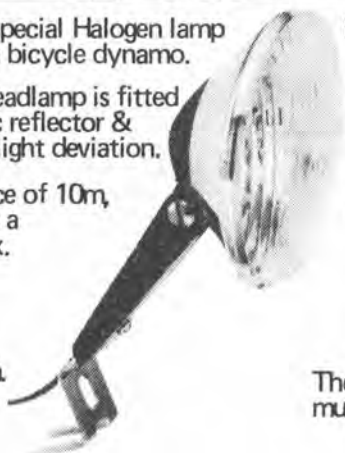
IKU have developed a special Halogen lamp for the low voltage of a bicycle dynamo.

This new lightweight headlamp is fitted with a double parabolic reflector & special lens for greater light deviation.

Measured over a distance of 10m, the IKU lamp produces a light intensity of 10 lux.

A normal headlamp gives 3-5 lux.

Overall diameter 75mm.



Protected against peak voltage by 2 'Zener' diodes -has extremely long life.

Easy to replace existing lamp.

Total weight only 65 grms, (normal headlamp 135 grms)

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# PEDLAR



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kilometres to go. There weren't any problems with food or drink in this well-known beach resort, and the organizers had considerably set up a drink stand at the check-point.

Lorne nestles tightly around Loutit Bay and only three roads lead in or out of the place. The surrounding hills make it a 1st class fire-trap in summer, as proven on 'Black Friday', 13th January 1939, and two February days, in 1968 and this year. The 'Century' riders took the Benwerrin road, which climbs continuously for 10 kilometres, from the beach-front to the crest of the Otways. The cool south-westerly wind died temporarily under the thick tree cover, and everyone was slowed down for a while by the long grade.

Some unofficial refreshments were waiting at the crest, and for a while the road was strewn with orange peels. The excellent downhill to the town of Dean's Marsh was offset a little by the fact that there was no water to be had when we got there. At this point, following the little route-signs nailed to strategic power-poles, we took a long loop to the north-west, almost to Birregurra, then picked up the start of the long, townless, 37 kilometre haul to Moriac.

From here on, the rising south-westerly breeze came into it's own for us as a phenomenal tail-wind home. The course followed ran parallel to the Princes Highway 5 kilometres to the north, but for much of it the scenery remained the same: the road traversing rolling hills, the forested ranges to the south, open country north. The only significant obstacles were the crossing of Worrebet Creek near the Winchelsea road, a rickety, wheel-swallowing bridge in a deep dip, and the brief detour around Wurdiboluc reservoir.

By 4 pm the tail-enders had reached Moriac, and many riders had already turned off at the next little route-sign down the Mt. Duneed road 3 kilometres further on. These arrows not only indicated which way to go, but also had the distance remaining printed on them. This cross-country route kept us off the highway, and after 6 kilometres reached the familiar Anglesea road, with the finish 11 kilometres away.

At 5.30 all but a few rear-guards were back in South Barwon Park, or already homeward bound. Everyone got a small red and blue certificate to prove they had done it, and the north-bound lanes of the Geelong freeway were crowded with bike-festooned vehicles. The faces of those still coming in were tired but smiling, and the big truck employed as a 'sag-wagon' did very little collecting.

One official kept wandering around taking names and addresses, and asking everyone, 'Would you be interested in coming again next year?' Although the fires in February may have altered some aspects of the route, it seems likely that a great many will.



# The Sydney to the 'gong Bicycle Tour 1983

## The Second Annual Freewheeling Sydney to the 'Gong Bicycle Tour.

This year's Sydney to the 'Gong Tour will take place on Sunday 20th November starting at Belmore Park (opposite Central Railway) at 8 a.m. rain or shine. The ride is sponsored as a community service by *Freewheeling* magazine.

The course is over a varied terrain. Riders will travel through stark city scapes, outer suburbs, eucalypt scrub and rainforest, along the most spectacular coastal road in New South Wales to finish at Wollongong.

Riders will start and finish at Belmore Park opposite Central Railway. The State Rail Authority will get riders and their bicycles back from Wollongong to the starting point.

All participants will be required to fill in the entry form and sign the release provided. The cost for all riders is \$8.50 which includes Rail Fare for rider and bicycle back to Sydney, Information brochure and Route map, Commemorative cloth patch, Devonshire Tea at Audley and all mailing and handling charges. The cost for children, pensioners and students is \$6.50.

### Riders Package

When you have completed the entry form and mailed it along with your cheque or

money order you will be sent a rider's information package. This will contain the Information brochure, Map and your ride card. On the morning of the ride you will need to present your card at the *Freewheeling* stand in Belmore Park to pick up your patch. All packages will be sent out after the entry closing date.

### The Route

The distance from Belmore Park to Wollongong is 85 km and our last train leaves Wollongong at 5.25 p.m. giving riders almost 9½ hours to complete the route. The event is a bicycle tour and is not a race, so participants will be encouraged to enjoy themselves and the wonderful countryside they will be travelling through. Not counting stops, the average speed needed to complete the course is 9km/hr so even kids will be able to participate and enjoy the ride. However, because of the distance involved a minimum age limit of nine years has been set. If you feel this is unfair and are prepared to bear full responsibility for your under 9 year old child, please contact ride organizers to make special entry arrangements.

### Safety and Breakdowns

The prime concern of the ride organizers is to ensure that all participants safely com-



plete the event. Read and sign the safety declaration on the entry form.

Arrangements are made to ensure that the ride has competent first aid staff travelling with support vehicles.

Travelling repair service vehicles and riders will be available, and will deal with riders' mechanical problems. The main purpose of this service will be to keep bicycles on the road and moving.

The repair service is provided primarily as an emergency measure. Vehicles and mechanics are generously provided by a

# Sydney to the 'Gong Bike Tour '83

**ENTRY FORM** Entries close last post on Friday, November 4.

OZBIKE TOURS  
BOX K509 HAYMARKET NSW 2000  
TELEPHONE: (02) 264 8544

### Read this first.

One entry form per person. Phone 264 8544 if you need more entry forms or use photocopy. Be sure you print carefully and legibly. All entrants under 17 must provide a signature from either parent or guardian. An emergency contact name and phone number must be provided. Please send cheque, money order, or fill in the Bankcard authorisation.

Please Print

Entrant's last name \_\_\_\_\_ Entrant's first name \_\_\_\_\_ Entrant's telephone no. \_\_\_\_\_

Entrant's street and number \_\_\_\_\_

Entrant's locality \_\_\_\_\_ state \_\_\_\_\_ postcode \_\_\_\_\_

Entrant's age.....years

For concession please state:

Entrant's DSS Pension No.....  
or Entrant's Student Rail Concession No.....

Emergency contact's name \_\_\_\_\_ Phone number \_\_\_\_\_

I would like to be a ride marshal

Riding ☐  
Static ☐

I will be accompanying \_\_\_\_\_ riders in my vehicle.

Please send me a driver information package.

I enclose \$3.00 to cover costs. ☐

(Drivers should complete personal details section of entry form.)

☐ I will not require return bike/rail fare back to Sydney after the ride. (Deduct \$4.00 rail fare from entry fee.)

☐ I will be travelling to Sutherland from Wollongong on the first train Sunday morning and will register at Audley.

If you are 17 or under this section must be signed by your Parent or Guardian.

I certify that I am the Parent/Guardian of

who is \_\_\_\_\_ years of age and that he/she has my permission to participate in the said ride.

Signature \_\_\_\_\_ Parent/Guardian

Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the event the *Freewheeling Sydney to the 'Gong Bike Tour 1983* for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the said event.

(2) This waiver release and discharge shall be and operate separately in favour of all persons corporations and bodies involved or otherwise engaged in promoting or staging the event and the servants agents representatives and officers of any of them and includes but is not limited to Ozbike Tours, Freewheeling Australia Publications, Ride Sponsors National Parks and Wildlife Service, medical and para-medical practitioners and personnel, police officers and shall so operate whether or not the loss injury or damage is attributable to the act or neglect of any one or more of them.

(3) I realize that not only is the integrity of the sport of cycling at stake when I ride the said tour, but also the lives and personal safety of myself and other riders. I will heed traffic regulations, listen to the advice of tour organizers and ride marshalls, and help make the *Freewheeling Sydney to the 'Gong Bike Tour* a great event for all.

Signed (entrant) \_\_\_\_\_

Continued overleaf.



number of community spirited bicycle shops. For safety sake we suggest you take your bicycle to them for a checkover **before** the ride. Some of these vehicles will have parts and accessories for sale during the ride should you need spares.

A limited sag wagon service will be available only for justifiable needs (breakdown or accident). If you are simply tired you will receive last priority.

A commemorative cloth patch will be distributed to participants only. Extras will not be available after the ride.

#### Wollongong Riders

Residents of the 'Gong wishing to do the complete tour are advised to make their journey to Sydney the day before, as the earliest possible train on Sunday morning does not reach Central in time for the start of the ride.

Wollongong riders should make their own travel arrangements to Sydney and will pay a reduced entry fee (less bike/rail fare). If you wish to catch the early train on Sunday morning will need to notify your intentions on the entry form (so that sufficient accommodation can be made in advance for your bikes), and join the ride at Sutherland.

A registration desk will be set up at Audley from 9 a.m. onwards for the use of Wollongong and Sydney riders who miss the start at Belmore Park.

#### Personal Details

As the event is a day tour, it is expected that riders will be able to carry any personal gear and lunch etc they may bring along. No provision has been made to carry participants' luggage, so only bring what can be comfortably carried on your bike.

Morning tea will be provided at Audley but riders will need to bring lunch, or buy some along the route. The info sheet will list

all shops and water stops. A lunch stop will be selected where riders can congregate and eat lunch together.

#### Registration

To participate you must fill in and sign the entry form and post to *Freewheeling* with your fee. Entries will close Friday November 5 and all entries posted after that date will be returned with refund. This year's tour will be limited to a maximum of 1000 riders and even though this number is not expected to be filled, early action will ensure your place, as late demand for entry is strong.

#### Ozbike Tours

This year's tour is being organized in conjunction with *Freewheeling* by Ozbike Tours, a firm established as a result of last year's 'Gong tour to organize bicycle tours.



The clown team caused quite a stir at this year's London to Brighton ride in the UK.

#### Team Prize

A special prize of four bicycle safety helmets will be given to the best team to appear on the ride. Fortunately the Tandem Trike Gorillas will not be making their appearance on this year's ride.

#### The Ride Needs You

To keep the ride safe we need your help. Ef-

fective marshalling is essential and we will need on the day responsible people both riding and static. Why not ask a friend/relative to help?

Please volunteer to be a marshal, by filling in the section on the entry form and help ensure a safe ride. All marshalls will be asked to meet for briefing during November. Briefings will be held in Sydney and Wollongong.

We ask all riders to co-operate with the organizers and marshalls to ensure a safe ride for all. It's also good tactics to be polite to all road users — please remember we are trying to attract people to cycling not put them off.

#### Vehicles

Official ride support vehicles will be accompanying tour on the day and for the safety of the riders we aim to keep vehicle activity to a minimum. If you must be accompanied by a motor vehicle with family or friends please order a Drive Safety Kit with your registration.

These kits include route, map and alternative route suggestions (remember Lady Carrington Drive will be closed to vehicles) a tour information brochure and car sticker, plus driver safety check list. For safety reasons the number of such vehicles has to be limited. Preference will be given to vehicles associated with groups of riders rather than individuals.

#### Cancellations

The following will apply for refunds on cancellations. Up to closing date of entry forms (November 4) a full refund will be given. After entries close, no refund will be given. If you are suddenly unable to come on the day you may give a friend your ride card and info sheet to use in your place.

# Sydney to the 'Gong Bike Tour '83

I have enclosed my entry fee of \$8.50 per person (\$6.50 child pensioner/student) by:

Cheque ☐ Money Order ☐ Bankcard ☐  
made payable to **Freewheeling Sydney to the 'Gong Bike Tour.**

Authorisation									
Expiry Date /									
Signature									



**Avoid the last minute rush and post your entry today to:**

## Freewheeling

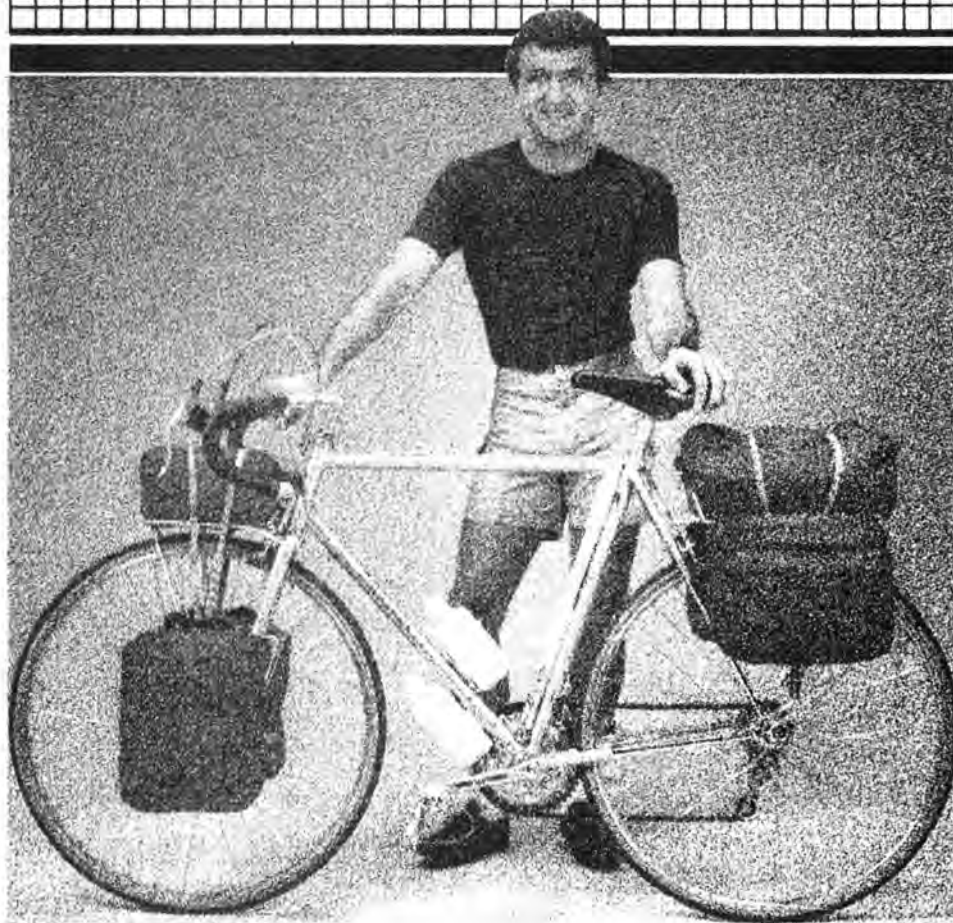
**SYDNEY TO THE 'GONG BICYCLE TOUR '83**  
**P.O. BOX K26**  
**HAYMARKET NSW 2000**

Entries close last post on Friday, November 4.





# Freewheeling PRODUCT REVIEW



## Blackburn low-rider racks

Astute observers of the International Cycle Touring scene will have by now noticed that there is emerging a distinctive style of touring for each country or region where it is developing.

Sometimes this is created in response to physical conditions and nowhere is it more apparent than in the way bicycle travellers carry their

equipment on their bicycles.

Traditionally the saddle bag is the main type of bike bag used in the UK. Distances are not great between populated centres and accommodation is widespread, varied and cheap. Camping out is less common and though it is becoming more popular by choice, the need to camp is not considered as great as for example in

Australia.

To travel certain areas of this country requires camping out, as often there is no accommodation available or shelter provided. Certainly in the more populated areas this is not necessary but as the touring scene has developed from its early days, long journeys of exploration have always required the bicyclist to camp out. need be.

Carrying one's house on a bicycle requires a far greater bag capacity than for a day tour and so the standard long distance touring kit seen in this country, has been front and rear bags on sturdy steel racks.

In the USA shorter distances have had an influence on the standard US kit of rear bags and handlebar bag only.

A few years back an American designer Jim Blackburn began manufacturing aluminium racks of welded aircraft alloy rod. His rear and front racks were soon well accepted by touring enthusiasts who were trying to lighten the overall weight of their machines.

The idea snowballed and the Blackburn alloy rack has become almost an industry standard with many imitators, just as the Karrimor steel pannier rack had become years before.

With his success in alloy rack manufacture providing a strong background, Jim Blackburn went back to the drawing board to look at the stability of a loaded bike and to find ways to improve his original designs.

The result was the first modern day research project aimed at solving some of the problems of the bicycle's load carrying abilities.

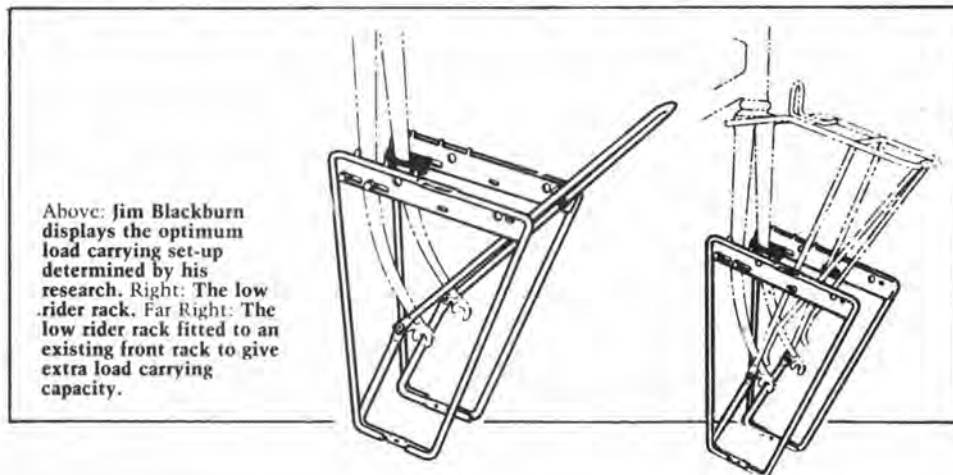
Four panniers and a handlebar bag were loaded with 33 kg of sand and tried in 17 different load carrying position combinations.

The main outcome of this study was the eventual development of the low rider front rack.

The basic assumption is that the lower the weight, the lower the centre of gravity, and the better the handling. Interestingly enough Blackburn and his research associates found that the rear low position destabilizes handling. This is because the bags have to be mounted so far behind the normal position to provide adequate heel clearance that they create a whiplash effect.

My test of the low rider racks came after years of touring with standard front panniers. I was well adjusted to the solid dampening effect on front end handling as I usually stored heavier 'service' items such as tool bag, cooking gear and tent in front bags. This meant that my rear bags contain only clothes and food supplies. This provides for an excellent distribution of load over both axles.

The addition of the low rider racks, plus larger than usual front bags meant that my bike's stability was improved at the same time as my load



Above: Jim Blackburn displays the optimum load carrying set-up determined by his research. Right: The low rider rack. Far Right: The low rider rack fitted to an existing front rack to give extra load carrying capacity.



carrying capacity was increased. The low rider position without a doubt improves handling and load distribution.

The Blackburn racks come with well written and detailed mounting instructions. Good documentation is rare in the bicycle industry so in all respects Blackburn is leading the world in bicycle product design.

The only mounting problem I encountered was what to do with mudguard fixing. As my bike did not have double eyelets and as none of Blackburn racks have provision for mudguard mounting, I found I had to improvise the mounting of my double stay guards.

It is important to fit the main rack stays contacting the fork or dropout eyelet with the mudguard stay on the outside. Only one mudguard stay is recommended on each fixing bolt.

My second stay was fitted to a top-of-the-rack mounting bolt.

It is also recommended to run a straight edge across the bag mounting area to check if the centre mounting bolts protrude too far.

If this is found to be the case the rack can be pulled out from the bottom to provide the bags with clearance from the bolt heads when they are eventually fitted.

At present only a few bags will fit the low rider racks as separate mounting panniers are needed. Two types are presently available. The Bellwether 5001 and the Bunyip front

pannier. Both bags are recommended for use with the low rider.



**Bunyip bags** are constructed of cotton/polyester blend fabric and contain a number of interesting features. The main compartment has an extendable nylon throat with drawstring closure. The flap type lid is fixed by strap and ring fastening. The bags hang from die cast hooks bolted through a high impact plastic stiffener.

The bottom fixing method uses a shock chord and hook arrangement.

A feature of these bags for the travel conscious cyclist is the provision for carrying both bags together using a shoulder strap.

Capacity 16 litres/pair.

**Bellwether 5001** are nylon bags with a unique aluminium stiffener fitted to the back and top of the bags. The bend in the aluminium is braced to provide an outer top edge for the bag to hang from. This type of design feature is starting to appear on a few new American type pannier bags. The result is a bag that does not sag when only partially loaded. The bags hold their shape well and are large capacity at 23 litres/pair.

Fixing is by means of plasticized aluminium hooks bolted through the fabric to the stiffener. The bottom is secured by a shock chord and hook loop passing through a lateral strap sewn to the lower back part of the bag. The shock chord on the model tested had to be shortened to fit the Blackburn rack and the plastic coating on the hooks soon wore off after a week on the road.

The bags are rectangular in shape with vertical sides and no cutaway at all. The main opening is secured by a nylon coiled zipper opening from halfway up two sides and across the top. There is a generous overlap flap to provide weather-proofing for the zipper.

As the bags are very squared and the top outside edge is rigid (due to the stiffener) the zips had to be coaxed around the corners and too rough treatment may shorten the life of the fasteners.

The Bellwether also has D ring provision for shoulder strap attachment and their squared shape enables them to stand upright when used as luggage off the bike.

Both types of bags handled well when used on the low rider rack and should see more common application to the low rider concept in future.

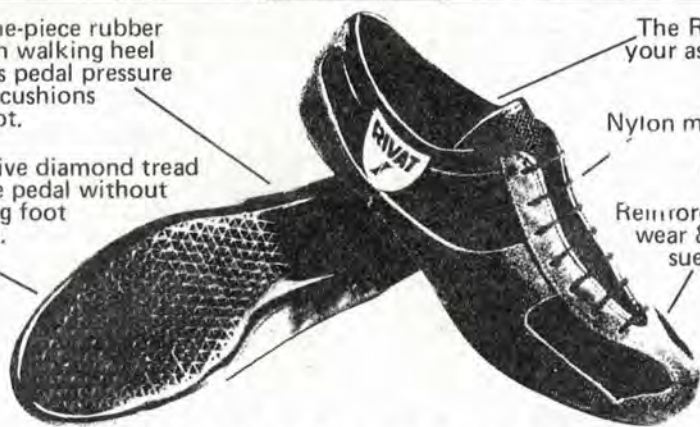
With Japanese versions already available, the coming years may see the standard Aussie touring kit 'go low' at least for front pannier racks and bags. You do have to be careful to close your bags tightly if you get into deep-water crossings though.



## You also need to walk!

Rigid one-piece rubber sole with walking heel disperses pedal pressure while it cushions your foot.

Distinctive diamond tread grips the pedal without restricting foot position.



The Rivat name your assurance of quality.

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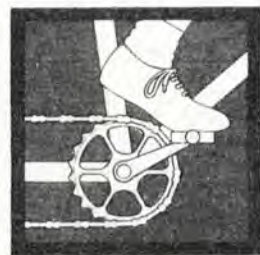
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**PEDLAR**





# On your bikes



## for the Ride of the Century

October 1983 will be an exceptionally exciting month for cyclists. Preceded by the Commonwealth Bank Cycle Classic (1st — 8th October) and followed by the Twin Century (23rd October), Centenary Cycle on October 16th will be the highlight of the month. Organized jointly by the ACU (Amateur Cyclists' Union) and BINSW, Centenary Cycle will incorporate the Ride of the Century, a mammoth bicycle rally organized by BINSW, and the Race of the Century, a 100 km road race featuring 100 racing cyclists and celebrating the N.S.W. ACT's centenary year.

Plans for Centenary Cycle are progressing well. It is heartening to see the state's two largest cycling organizations, BINSW and the ACU, join forces for the first time in the organization of such an event. Amateur racing cyclists, BMX riders, commuters, tourists and recreational cyclists will ride side by side for safer, saner conditions for all cyclists. It is anticipated that more than 5,000 cyclists will participate in the rally.

BINSW is organising 12 groups to prepare for and co-ordinate the rally at the local level throughout the metropolitan area. These groups will publicize the event intensively in their areas and liaise with their local amateur racing and BMX clubs. Aldermen from local councils will be invited to be present at the local starting points and officially start the rides to the Domain. Cycling organizations in outer-metropolitan areas and outlying country centres are being invited to participate. The State Rail Authority is being asked to provide free transportation for bicycles in the metropolitan area on 16th October, so facilitating maximum participation of cyclists in the Ride of the Century.

The map shows provisional starting points, starting times and routes to the Domain for cyclists from the different areas. One of the most spectacular and exciting parts of the Ride of the Century will be the crossing of the Harbour Bridge by some 2,000 cyclists from Newcastle, Hornsby,

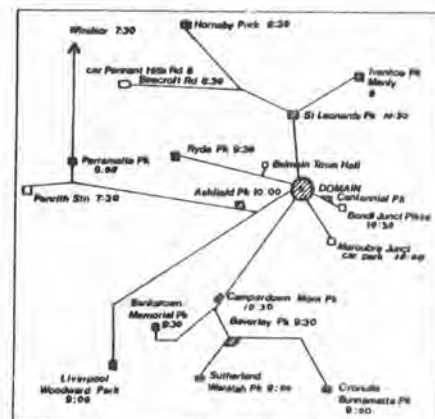
Pennant Hills and the Manly-Warringah and North Shore groups. The DMR is being approached for permission for the riders to cross on the main part of the bridge, using two lanes and being provided with a police escort. The rally's aim is to draw attention to the urgent need for the provision of adequate facilities and laws for cyclists and to celebrate cycling's spectacular comeback, not only as a sport, but as a form of transport and a popular recreational activity.

The National Heart Foundation is also holding its annual bikeathon (Pedal for Heart) on Sunday, 16th October, making the day a truly unique occasion in Australia's cycling history. Starting at 8.30 a.m., Pedal for Heart covers a 30 km course from Centennial Park to La Perouse and back. BINSW will support the NHF by having special sponsorship forms available which will enable rally cyclists to use their ride to the Domain to raise money for the NHF while simultaneously raising the public's and the government's consciousness of the need to cater for the state's one million cyclists. Participants in Pedal for Heart finishing before 11.30 a.m. will be invited to proceed to the Domain to join the rally cyclists in their processional ride to Centennial Park, while those finishing after 11.30 can remain at the park to watch the arrival of the racing and rally cyclists and the Race of the Century.

Don't miss this historic occasion! Be at the starting point nearest your

home and join the streams of cyclists converging on the Domain from all points of the compass. At the Domain, you'll be entertained by a jazz band and buskers until all groups have arrived. Then you can participate in the spectacular processional ride to Centennial Park. The rally cyclists will provide a guard of honour and escort the 100 racing cyclists of the Race of the Century to the start of the race. Before the Race, there will be speeches by prominent speakers, more music and a pennyfarthing race. Help further the cause of cycling and have a great day out with your friends at the same time. Come along and be part of history!

For further information concerning the Ride of the Century contact the Bicycle Institute of NSW at their Resource Centre, 399 Pitt Street, Sydney. Phone: 264 8001.



## Programme

### Saturday 15th October

Cyclists from outlying country centres depart.

### Sunday 16th October 7.30 a.m.

Cyclists from outer metropolitan areas depart.

### 9.00 a.m.

Cyclists from outer suburban areas depart.

### 10.00 a.m.

Cyclists from inner suburban areas depart.

### 11.00 a.m. — 12 noon

Cyclists rally at the Domain and are entertained by jazz bands and buskers.

### 12 noon — 1.00 p.m.

100 racing cyclists escorted to the Race of the Century at Centennial Park with a guard of honour formed by the rally cyclists.

### 1.00 p.m. — 1.30 p.m.

Drum Majorettes, pipe band, official speeches, penny farthing race, national anthem.

### 1.30 p.m.

Start of the Race of the Century.

### 1.30 — 4.00 p.m.

The Race, buskers, bands, cycling films, historical bicycle exhibitions, clowns.

### 4.10 p.m.

Race finish.

### 4.15 p.m.

Presentation.





## BICYCLE GEARING EXPLAINED

# All About Rear Derailleurs

**This section of our continuing series on bicycle gearing deals with the most familiar component in the gear transmission — the rear derailleur. Invented at the turn of the century and put into popular use in the 30's this mechanism still forms the basis of modern-day bicycle gear shifting.**

The modern rear derailleur had its beginnings in France shortly after the turn of the century. Early versions were clumsy and difficult to operate but did the job of shifting a moving chain from one cog to another on a rear gear 'block'.

In the 1930's Tuillo Campagnolo catapulted himself and his fledgling company into international history by patenting the 'special mechanism', an improved design rear derailleur. Much has been done since to clean up the original 'Campy' design but the improvements achieved in the derailleur of the 30's still form the basis of today's models.

Essentially the rear derailleur mechanism has to perform two tasks. One to physically shift the chain from cog to cog on the rear multi-speed freewheel and the other to ensure constant chain tension.

Chain tension is provided by a spring loaded pivoting 'cage' fitted with two jockey wheels. The chain is threaded through these wheels and, as the gear ratios are changed, the cage

pivots according to how much chain there is to be 'wrapped up'. With wide range touring gears a large amount of chain has to be dealt with by the derailleur, so long-arm cages are used. These have the jockey wheels spaced further apart.

Some cages are of the closed type: that is they have fixed inner plates which are joined together and prevent the chain from being fitted to the cage without 'breaking' the chain. Newer types of derailleurs have an open type of cage which allows fitting and withdrawal of the chain without the need to break the chain or remove the cage inner plate.

The other major task of the derailleur (moving the chain from cog to cog) is the least easiest for the mechanism to perform. It is in the pursuit of solving problems associated with gear shifting that differences in derailleur design occur.

The majority of rear derailleurs employ a parallelogram configuration to move the chain sideways onto adjacent gears. This parallelogram has

four main pivot points. There are usually springs fitted to two opposite pivots to provide the tension which acts against the shifting lever. This spring tension in all models acts to keep the derailleur in the outward (top gear) position when mounted to a bike with control cable unattached.

Though modern derailleurs employ a parallelogram body action there are slight design variations between the major types available.

Most European models are called straight parallelogram types and hang down directly from the fixing bolt whereas the newer Japanese designs are a pantograph type. These usually have the main parallelogram body offset at the fixing bolt.

There are further variations within the pantograph design. Shimano derailleurs employ a spring loaded pivot on the main fixing bolt and are called Servo-Pantograph types. Sun-Tour has a non-sprung main pivot but slants its parallelogram so that the action of the pivoting cage enables the jockey wheels (and the chain) to shift diagonally at the same angle as the freewheel sprocket profile.

SunTour have recently introduced their version of the double pivoted (Servo-pantograph) derailleur. They call theirs a double articulated type and the second pivot point is constructed within the top jockey wheel housing.

All designs have their small advantages and disadvantages but major differences between the two broad types are the quicker acting movement of the straight parallelogram type which uses less cable movement and the greater capacity of the pantograph type to cope with larger sizes of freewheel cogs. Campagnolo makes all of its racing derailleurs as straight parallelograms but its premier touring derailleur, the Rally, is a pantograph type.

The pivoting jockey wheel cage is usually fixed to the bottom end of the parallelogram by means of a spring loaded pivot. This spring and pivot shaft is usually contained in a cast housing incorporating the lower two pivot points of the parallelogram. Some cheaper types in recent years have tended to skimp in this area by reducing the size of the housing and fitting instead a plastic cover to protect the spring and pivot shaft. As the plastic cover often locates one end of the spring, in the event of breakage the derailleur is usually rendered useless.

Derailleurs are usually assembled with the main cage spring under tension so if you remove the cage from the body expect to lose the tension on the spring. Reassembly is not difficult if you know how to do the operation. In any case removal of the cage is usually the last thing required when maintaining or fixing any derailleur assembly.

The side to side action of the derailleur is controlled by the gear lever cable which usually acts



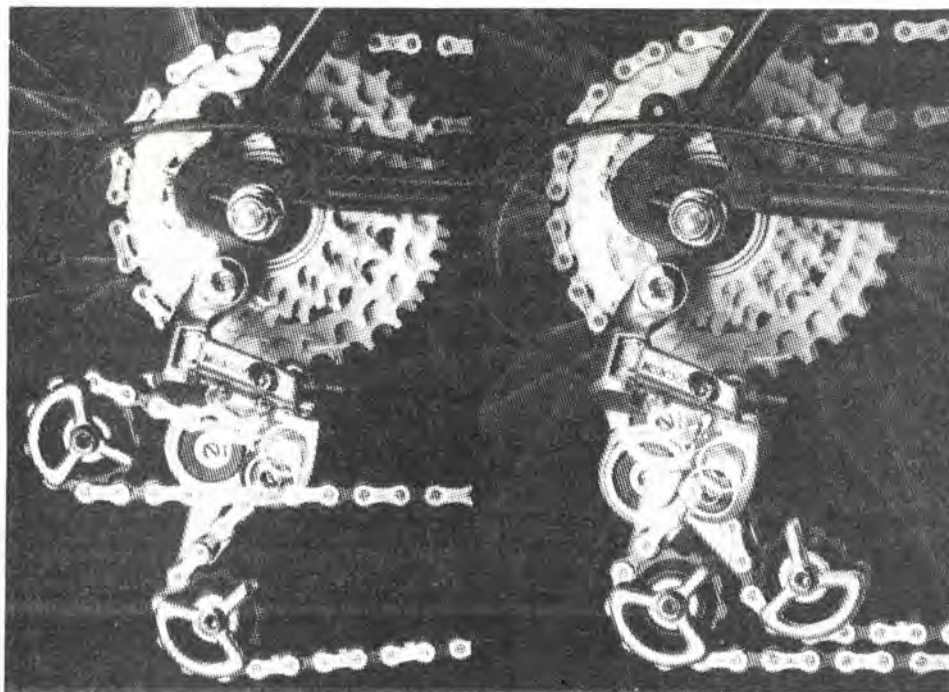
# Derailleur Comparison Chart

Model	Maximum Freewheel	Total* Capacity	Material	Arm Length
<b>Campagnolo</b>				
Super Record	28	24	Alloy	Short
Nouovo Record	28	26	Alloy	Short
Gran Sport	34	38	Alloy	Med, Long
Rally	36	40	Alloy	Long
<b>Galli</b>				
Competizione	26	22	Alloy	Short
Sport	26	20	Alloy	Short
<b>Huret</b>				
Eco	28	32	Steel	Medium
Success	28	32	Alloy	Medium
Jubilee	28	30	Alloy	Medium
Duopar	36	38	Alloy/Steel	X Long
<b>Shimano</b>				
Dura Ace AX	26	26	Alloy	Short only
600 AX	28	28	Alloy	Short only
Dura Ace EX	26	26	Alloy	Short only
600 EX	28, 34	28, 37	Alloy	Short, Long
600	28, 34	28, 35	Alloy	Short, Long
Deore	30, 34	30, 34	Alloy	Med, Long
Deore XT	34	40	Alloy	Long
Adamas AX	28	28	Alloy	Short
Positron AX	28	28	Steel	Short
Altus LT	28, 34	28, 34	Alloy/Steel	Short, Long
Altus ST	28, 34	28, 34	Alloy/Steel	Short, Long
Positron FH	28, 32	28, 32	Steel	Short, Med
Positron FH 400	28	28	Alloy/Steel	Short
Positron II	28	28	Steel	Short
Positron 400	28	28	Alloy/Steel	Short
RS	34	34	Steel	Short
Eagle II	34	34	Steel	Short
400 FF	34	34	Steel/Alloy	Short
MTB (AL 11)	34	40	Alloy	Long
<b>SunTour</b>				
Superbe	23	20	Alloy	Short
Superbe Tech	26, 34	34, 38	Alloy	Short, Long
Superbe PRO	23	20	Alloy	Short
Cyclone Mk II	26, 34	28, 34	Alloy	Short, Long
Cyclone	24, 34	24, 36	Alloy	Short, Long
ARX	26, 34	28, 34	Alloy	Short, Long
AR	26, 34	28, 32	Alloy	Short, Long
BL	24, 26, 34	25, 30, 36	Alloy	Short, Med, Long
Road VX	26, 26, 34	24, 28, 34	Alloy	Short, Med, Long
Mount Tech	36	38	Alloy	Long
VGT	34	38	Alloy	Long
Seven, Seven GT	30, 34	30, 32	Steel	Short, Long
AG	38	40	Alloy/Steel	Long
AG Tech	38	40	Alloy/Steel	Long
Honor	30	28	Steel	Med
GT	34	36	Steel	Long
Volante, S	26, 28	25, 30	Steel	Short, Long
Mighty Click	30, 34	22, 34	Steel	Short, Long
<b>Zeus</b>				
2000	26	20	Alloy	Short
Criterium	26	20	Alloy	Short
New Racer	26	20	Alloy	Short

\*Total Gear Capacity is calculated as follows: (Number of teeth on large chainwheel minus number of teeth on smallest chainwheel) + (Number of teeth on largest freewheel sprocket minus the number of teeth on smallest freewheel sprocket.)

Box, Top to bottom: A simplified diagram showing the parallelogram action of a derailleur. Two touring derailleurs, the Campagnolo Rally and Shimano Deore; both have long cages to wrap up the extra chain needed in wide range gears. Two racing derailleurs, the Zeus 2000 and the new Dura Ace AX with its cable routing bracket above the fixing bolt. Two different types of drop out gear hangers used. Left: A long touring type on a vertical dropout. Right: A shorter racing type.





Double exposure photographs show how the derailleur copes with wide range gearing. Left: With the chain on the smallest front chainwheel the cage of the derailleur is wound fully back. Right: With the chain on the largest front chainwheel the cage is drawn forward as the largest rear cog is selected.

diagonally across the parallelogram. The movement of the body is restricted by the high and low gear stop screws. These are generally set to restrict the movement of the chain to prevent it 'falling off' the edges of the freewheel and becoming jammed in the spokes or the frame.

Rear derailleurs usually fit to the frame by means of a removable hanger bracket or an integral hanger on the frame drop out. Different derailleurs require different length hangers. It is always advisable to use the one supplied with mechanism. In the case of an integral hanger on the frame

dropout you will have to determine suitability by trial and error.

Generally, shorter hangers are okay for small close spaced freewheels, whereas for large wide-range freewheels long or extra long hangers will be needed. If you want to fit touring gears to a racing frame and the dropout hanger is too short you may have to cut it off and use the bolt-on type supplied with your long-arm derailleur.

Some derailleurs have angle adjusting screws on the main pivot housing. Often this feature will not match the dropout hanger on an existing frame. In this case you will need to get your dealer or frame builder to modify the hanger to suit.

### Derailleur Capacity

The chart deals with capacity and suitability to various uses. It must be recognized that there are two types of gear capacity: total gear capacity which relates to the amount of chain wrap up and the sizes of both front and rear gear sprockets; and rear gear capacity which relates to the maximum size of freewheel cog permissible. The length of the hanger can alter both these figures.

Design improvements are constantly being made by manufacturers to their models. In the last few years a number of improvements and modifications have come to light which are worthy of mention. Among these are the following:

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## Shimano Centron Mechanism

With so many marginal 'improvements' being made to equipment these days it is good to come across something which really does improve derailleur operation. Shimano's Centron mechanism makes its mark by attacking and solving the problem of overshift.

A chain is not a rigid device. The older the chain the more flex and consequently the sloppier the shift. In most cases one usually has to 'overshift' when changing gears even with a totally brand new transmission. This is necessary because the derailleur cage guides the chain over to the next cog. In so doing the chain flexes and bends laterally. This means that the derailleur may be aligned with the selected cog but the chain does not have enough rigidity to be guided successfully onto the cog. In order to overcome this one usually has to move the derailleur about a half a cog width more until the chain slips over and then readjust the derailleur position back to ensure smooth, quiet running.

To an experienced rider overshifting is part of the gear change fiddle.

Shimano have attempted to eliminate overshift on the riders' part by building a certain amount of free-play into rear derailleur and shifting lever movement.

The end result is that you still overshift but the gear system is self-adjusting and eliminates any need to readjust the gears to compensate for the overshift.

The lever and derailleur must be used together. Interchangeability with other brands eliminates the system's advantages.



### SunTour Superbe Tech

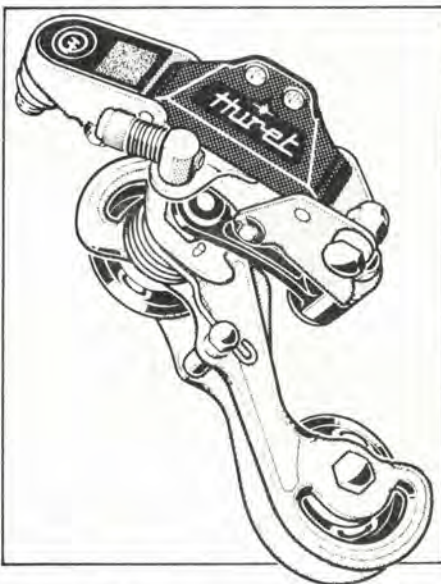
Possibly the world's first fully sealed bearing rear derailleur (and possibly the heaviest alloy type) this new model uses a two pivot body instead of the usual four. As such it is the first departure from the parallelogram

type. Instead of the normal parallelogram action the Superbe Tech uses an internal geared arrangement to duplicate the action a parallelogram.

As it does away with the conventional body, it also does away with the usual method of cable control. It uses instead a direct fixing method which eliminates the small length of outer cable and fixes the control cable directly onto the derailleur body.

The derailleur is fully sealed and employs a new double articulated jockey wheel cage pivoting system. This tends to keep the chain close up to the underside of the freewheel and improves the gear changing action. The amount of improvement in changing ability is not of earth shattering proportions but it adds to the fact that this is a smooth operating mechanism designed for a long life under severe operating conditions.

The double-pivoting cage is not a new idea (it is for SunTour) but as anyone who has used Shimano Dura Ace gears will know that this design offers smooth shifting even under pressure.

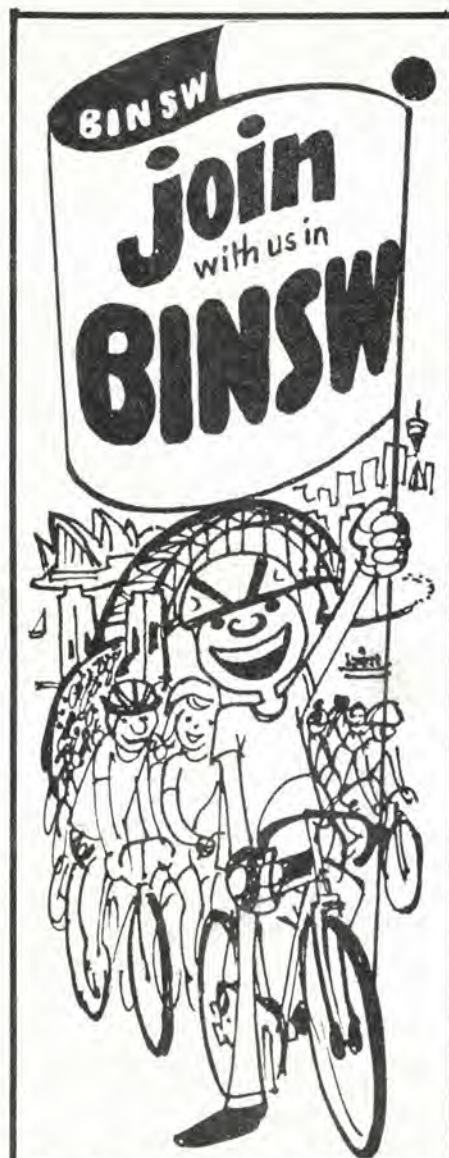


### Huret Duopar

This derailleur is not a new design but its unique features rate a special mention. The Duopar differs from most rear mechanisms by incorporating in its design a special double pivoting cage which incorporates a second parallelogram. The main body is a conventional straight parallelogram type but fitted between it and the rotating jockey wheel cage is another smaller parallelogram which acts in the same plane as the moving chain.

The effect of this mechanism is to keep the (top) guiding jockey wheel as close to the freewheel sprockets as possible.

The result of this system is smooth, even shifting, especially under pressure. The Duopar design is unique, and its operating efficiency has won it wide acclaim from those who tour with heavy loads using wide range gearing.



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# Tandem Talk

by Paul Farren



This tandem has a 'lady-back' frame. Note the oversize tubing used on the rear chain stays and the 'drain pipe' or stretcher tube running between the two bottom brackets.

## One plus one equals . . .

About 3 months ago, I received a telephone call from a mother requesting help to join together two old bike frames that she had found in the shed. Whilst this is eminently possible, and a useable machine might be produced, the following description of tandem components indicates where the weaknesses of the previous union exist.

The first tandems were built from single bike components. However, with double the weight and more than single bike speeds, the flaw in this approach rapidly became apparent to early builders as the frames broke up when they were used for anything more than local jaunts.

'Oversize' is the key word for frames and forks on tandems. The forks and head tube may appear normal but are often thickened internally. Alternatively, the overall diameter may be larger than normal in which case special fork crowns and headsets are needed. Both of the above patterns are obtainable from Reynolds and the

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other major bicycle tubing manufacturers.

The basic diamond frame of the single bicycle has brought stability to bicycle design for the last 90 years. Within the tandem world a plethora of frame designs exist. As mentioned above, the best machines constructed have been from larger diameter tubing than single bikes, irrespective of their design.

The earliest designs were 'lady-front' machines as it was regarded as ill-mannered for the gentleman to turn his back on the lady. The Raleigh company produced a double ladies machine enabling the rides to swap about. Fairly soon however, the lady-back machine predominated due to problems of the gentleman trying to see where he was going and the deficiencies of the long steering linkages from the rear.

By the mid thirties the frames were fairly sophisticated and the most popular tandem was the double gents marathon design constructed with a top tube front and rear, and an internal diagonal tube running from the head tube of the rear rider (stoker) just above the bottom bracket.

The double gents tandem is the most rigid and robust design but lady-back machines are still made. With all differing shapes the two features all tandems share are the eccentric bottom bracket and the large tube joining the bottom brackets. The 'eccentric' is an off centre bottom bracket in a rotating sleeve which is used to take up slack in the front chain whether it be on the right ('straight' or 'off-side' drive) or on the left ('cross-over' drive). The large tube often known as the drain pipe or 'stretcher' can be round or elliptical and is a significant feature in minimising 'whip' in the frame. Even the shortest, stiffest tandem frame, due to its length, is noticeably flexible with two riders, especially when one or both are inexperienced. The opposite is also true in that riders who know each other and their machine can cope with considerable flex in the frame by minimising their body movements and having a sense of harmony.

When one approaches a rough section of road on a single bike, fast steering and the ability to pick the front wheel up and lift it over pot holes can keep the bike out of trouble. Tandems are more sluggish on steering and the front can definitely not be picked up. As a result the tandem tends to crash through obstacles on the road, rather like a large ocean liner compared with a small yacht in high seas.

Don't let the above description put you off brazing these two bikes frames

together. In my view any tandem is better than no tandem as long as the two riders are safe. If one is considering a cross country tour carrying two

people plus luggage on the one bike, then an investigation of the best available machines will pay dividends.

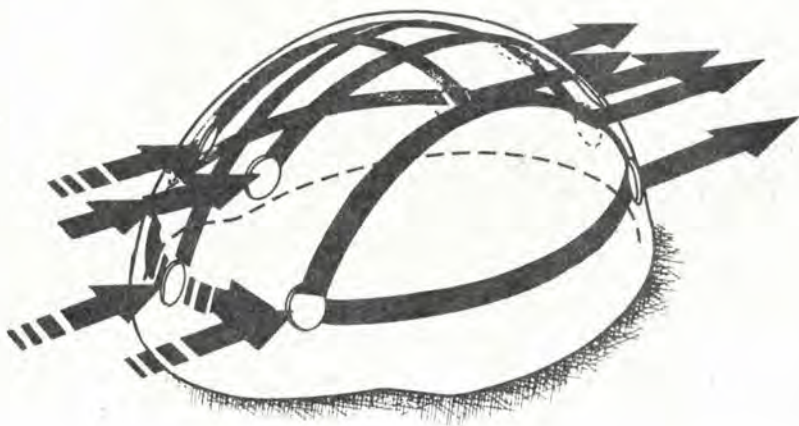
**Paul is currently President of the Tandem Club of Australia and the owner of a number of new and vintage two seaters. He is also editor of a very lively newsletter for the TCA.**

**The Tandem Club of Australia can be contacted by writing to the**

**Secretary TCA, 71 Tivoli Road, South Yarra Vic. 3141. The TCA is not the only tandem club in the country. One of the objects of this column is to foster a growing interest in tandems so future editions will bring readers up to date listings of other clubs both local and perhaps overseas.**

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Chilton Book Co. 278 pages A4 paperback.

## International Bicycle Touring

edited by *Bike World* magazine  
This book condenses into one convenient and low priced volume the wisdom acquired by experienced tourers during many thousands of kilometres on the road.

Good information for the intending international traveller is given such as: buying a good touring bike; carrying gear-bags etc; Road hazards, where to go; and foreign customs.

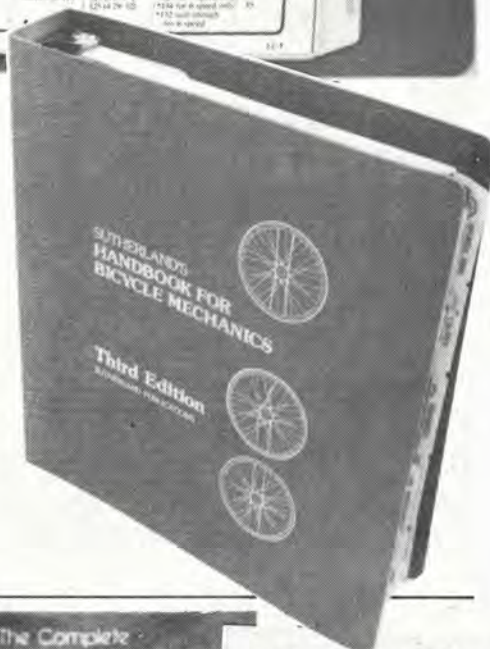
Above all this book provides a strong framework upon which you build your own experience.  
Anderson/World Publications, paperback, 92 pages, illustrated with B+W photographs.



## Reference

### Sutherlands Bicycle Mechanics Handbook 3rd Edition

This massive volume is a standard reference in most bike shops throughout the English speaking world. Now in its third edition the book comes in a sturdy clip folder form which relevant pages can be removed and later replaced. A ready reference to sizes and 'fit' of bicycle components from Japan, Europe and the USA. The only book of its kind and not for the casual reader. Share a copy with your mechanically inclined friends.



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### The Complete Cycle Sport Guide

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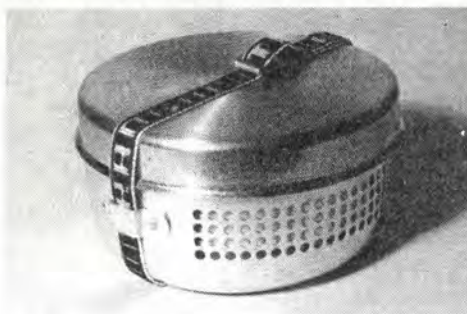




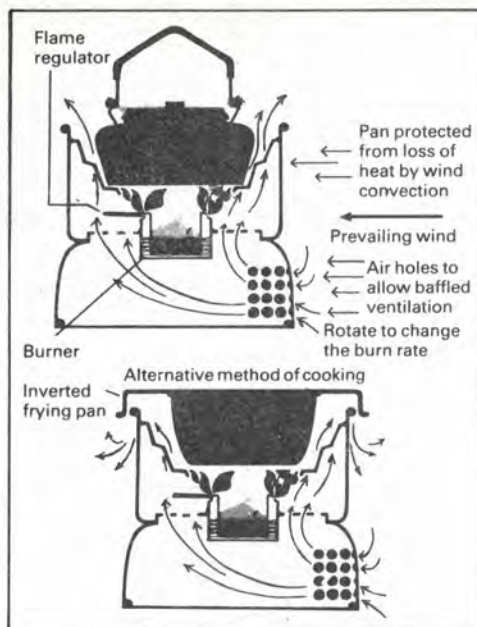


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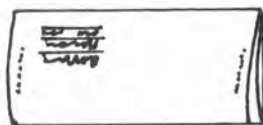
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through all the stages from setting up the bike to riding technique, with in-depth departments on training and nutrition. Frequently misunderstood topics like crank length, which tubular tyres to use, how to honk and when to eat what types of food are covered with the aid of tables and charts.

The presentation is clear, illustrations are excellent and text authoritative: Konopka is a practising racing cyclist. Translated from the German by ex-cycling magazine editor Ken Evans with a foreword by British Director of Racing, Jim Hendry.

EP Publishing, hardcover, 182 pages.



## The One Burner Gourmet

by Harriett Barker

This cooking book describes hows and whys of one burner cooking on a camp stove. This lively practical book includes imaginative tips for saving time and money in cooking when you travel. A complete and comprehensive guide for the lightweight traveller who lives to eat and doesn't eat to live.

Contemporary Books USA, paperback 294 pages, line drawings and B+W photographs.

## BACK IN STOCK

### Simple Foods for the Pack

by Vikki Kinmont and Claudia Axcell

This is an excellent vegetarian cookbook designed for outdoors use. It provides lots of delicious recipes for the lightweight camper and bicycle tourer alike. The book contains 175 trail tested recipes all using natural chemical-free ingredients.

There is also a section on menus and cooking equipment you will need.

Sierra Club Books, paperback, 212 pages.

### Sydney to the Gong Memorabilia

The last of the official 1982 Sydney to the Gong Tee shirts are still available through Freewheeling Mail Order. Shirts are printed with the 1982 ride

logo, in the 82 colour of sky blue and will not be reprinted.

82 Blue Tee shirts are available in sizes 10, 12, 14, 18 and 20. (Sorry 16's have sold out.) Don't miss out on this last opportunity to get your inaugural ride Tee shirt.

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### Small Kettle 325

This half litre kettle fits the small 27 set.

### Medium/Large Stove Set 25 (2 - 4 person)

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### Medium Kettle 324

This 0.8 litre kettle fits the medium/large 25 set.

### Large Kettle 245

1.4 litre kettle will also fit into 25 set giving the set a 4 person drink capacity.

## Catalogue deletions and additions

### Back in stock

Peaceful Tours of Victoria  
The One-Burner Gourmet  
International Cycling Guide 1983  
Simple Foods for the Pack

### Out of Stock

Bushwalking and Camping  
Touring Package, NSW Central West

### Catalogue Deletions

Knots and Splices  
Collecting and Restoring Antique Bicycles  
Freewheeling Back Issues 1,2,3 & 10  
Bicycle Builders Bible

### Adventure Cycling in Europe

This popular book is currently out of print. New edition copies will be obtained from the publishers when they are printed. The second edition is expected later in '83 - early '84.



# Books



## Forty Bicycle Rides around Canberra and Southern N.S.W.

edited by Bellamy, Carter and Maskell, Pedal Power ACT Inc.

The south eastern region of the state of New South Wales contains much that is attractive to the bicycle traveller. In this area are to be found Australia's only real mountains, the Snowies, offering superb summer touring conditions while the rest of the state swelters.

As well, there are the wide open spaces of the treeless Monaro high plains, the depths of the Araluen Valley and the quiet rocky coastlines of the 'south coast'.

The big city at the centre of this area is the national capital of Canberra. Once described as 'a good sheep station spoiled' Canberra is unique among Australian cities in that it happily blends with its picturesque rural setting.

Winding through its many hectares of planned parkland are to be found kilometres of ambling bike paths. It is probably the existence of these paths plus the excellent planned street environment which has made Canberra the unofficial cycling capital of the nation.

Perhaps it is more the superb rural setting which makes bicycling such an attractive pastime for the area surrounding Canberra (apart from during

the chilling winter months) is an excellent touring environment.

*Forty Bicycle Rides around Canberra and Southern NSW* is the first guide book providing bicyclists access to this area. The guide has been published by Pedal Power ACT Inc which incidentally is one of the longest surviving advocate groups in the present modern era of cycling. Like most cycling groups they have long held a keen interest in touring and it is from that involvement that this book has developed.

The book describes suggested tours in the ACT, and surrounding areas, Snowy Mountains, Southern Highlands and South Coast.

**TOURLITE HELMET** **BELL**



Introductory sections describe the climate and land forms and a short description of Canberra's cycle path network is given, though no detail is provided except for the more scenic areas such as Lake Burley Griffin and surrounds. There are other sections towards the end of the book offering hints for the traveller on equipment, clothing and road surface.

The book is well illustrated throughout with good black and white photographs and its larger format provides maps of a readable size. The maps, though sparse in the detail they provide are designed to accompany the text and clearly show road surface, location of points of interest and localities.

Though the guide provides a wide ranging access to this beautiful section of the countryside my only complaint is that there is not enough of it. Tour descriptions are brief and to the point which is good if you want to use the book for its intended purpose, but for the armchair cyclist it is all over too quickly.

*Forty tours* is a welcome addition to the growing list of Australian touring guides and is a remarkable achievement for its publishers, Pedal Power. No doubt they will see more cyclists in their area as a result.

*Forty Bicycle Tours around Canberra and Southern NSW* is 64 pages long and is available from selected newsagents, bicycle dealers and Freewheeling Mail Order.

Warren Salomon

## International Cycling Guide 1983.

edited by Nicholas Crane, published by Tantivy Press. 336 pp. RRP \$12.50.

As always, the *International Cycling Guide* is a great reference book, useful to have at hand to read when the mood takes, rather than at a single sitting. The guide covers such a broad spectrum that there must be something of interest for anyone involved in cycling. But if you grew up in Oodnagalarbie and are only concerned with the results of the local amateur cycling events, then this book is not for you.

The guide is for those who want to take a step outside their daily lives and find out how cycling is undertaken all over the globe.

For example, the Guide details the failure of the Itera — that much vaunted plastic bike — to achieve sales both in its home market and in Europe generally.



The international racing scene is well covered and every major country is studied in detail as well as the major events such as the Tour de France, Coors International and the Ten Major Racing events of the sporting calendar.

Touring too is well reported. Greg Siple writes his account of Hemistour, an amazing journey by bicycle from Alaska to Ushuaia Argentina over 288,000 km of roads varying in surface condition from good bitumen to deep mud.

It was on this trip that the Bikecentennial organization was conceived and from that day has grown to a world wide membership of 18,000.

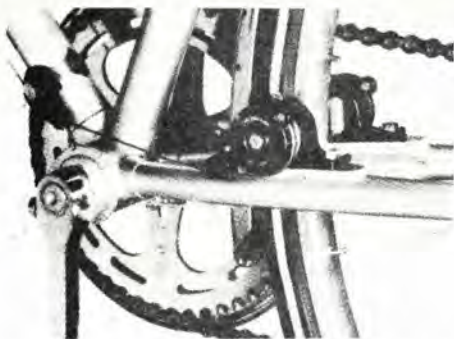


Coverage is continued on the developing area of Mountain Bikes. Tom Ritchie's mountain bike is one of the five bikes-of-the-year featured in the *Guide's* review section.

The usual reviews and guide sections are lively and relevant. Thirty-seven new books are briefly reviewed along with the world's top magazines

**BELL BIKER HELMET**





### A statement of interest

The *International Cycling Guide* is now distributed in Australia by *Freewheeling Australia Publications*. It has been our policy to bring to Australians the very best in quality publications. The 83 *Guide* is the first of many such offerings and is of such quality that we stand firmly behind it.

Though the above review may seem far from objective coming from the pages of the publication closely associated with the distributor, we can only stand by our belief in the *Guide* and draw readers' attention to our guaranteed refund policy if there is dissatisfaction.

including, you guessed it, *Freewheeling*. New equipment is also reviewed and many new products still to make their appearance in Australia are described and evaluated. Shimano's Deore XT Mountain bike componentry, the Weinman HP2000 worm drive brake, and the zippered tubular tyre are among the new and unusual products featured. The proliferation of touring software is also covered as are shoes, clothing, helmets, and a burglar alarm for the paranoid bikie.

Advocate organisations world wide are listed and professional tour operators are provided for those in search of adventure abroad.

Whew, it becomes an effort to describe adequately the interesting and informative contents of this year's guide. If you enjoyed last year's then there's another years reading waiting for you in this year's edition.

Warren Salomon



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# One for the Road

## Victorian Transport Bill Saga Continues

In this column last issue we reported the struggle by bicycle activists in Victoria to retain their State Bicycle Committee in the massive re-organization of that state's Transport portfolio.

At the centre of the storm is the 1983 Transport Act which seeks to reorganize some thirteen transport authorities into four new bodies. Cyclists including the Bicycle Institute and its Research officer, Alan Parker were concerned when they belatedly received a copy of the new act 'off the back of a truck' and found no mention of the cyclists' committee in the proposed new departments.

While the bill was being debated in the Legislative Assembly, Alan Parker approached a number of politicians on both sides of the Parliament to get vital amendments introduced into the act.

In response to questioning by National Party Transport spokesman McGrath the Minister Steve Crabb moved the crucial amendments inserting a clause into the act 'to encourage and facilitate cycling as an access mode of public transport'.

Summing up for the Opposition, Liberal Shadow Transport Minister Delzoppo welcomed the move by the Minister and suggested that the Minister may still not be appreciated by certain sections of the community, and proceeded to read into the record a letter received from the Bicycle Institute of Victoria which stated in part that: 'We have a problem with Mr Crabb trying to wreck all the good work done by Mr Maclellan and Brian Dixon for cyclists' (Maclellan and Dixon were previous Liberal Ministers).

Now that the Bill (as amended) is law and the dust has settled the cycling advocates admit to winning only a partial victory.

The most important gain for the states 850,000 cyclists is that the State Bicycle Committee is now located within the ministry and reports directly to the Director General of Transport. This situation is similar to the position of the State Bicycle Advisory Committee in N.S.W.

However the states may be moving closer together, one big difference between them is that only in N.S.W. is a specialist bicycle planner employed by the Government. Victoria with

millions of dollars spent still has not appointed a person who will deal with bicycle matters on a professional basis within the structure now provided. With planning developing from the construction phase to a more mature phase, the need for such a position has become more critical.

The amendments as passed only concern the constitutions of the State Transport Authority and the Metropolitan Transport Authority and not the most important area of the Ministry itself.

The BIV would like to see a similar statement to the Dutch Government adopted policy which protects road users most vulnerable to road accidents — the cyclists and pedestrians.

Some important amendments to the act submitted to the Minister by the State Bicycle Committee Chairman prior to the bill's debate in the Upper House were ignored, and a recently released Ministry of Transport Discussion paper contained no input from the SBC or the cycling advocate groups.

Once again it is clear that without the effective representation and political action on the part of the BIV, the State Bicycle Committee and all

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# One for the Road

the good work done in Victoria since the Geelong Bike Plan would have come to an end.

What is obvious from all of this has been in evidence in NSW for some time. This is that if there is no one in government who is prepared to initiate programmes for the benefit of cyclists, very little will take place. Much of the remarkable progress in Victoria since the Geelong Plan was undertaken because of a unique coming together of political, bureaucratic,

and advocate interests. The crucial factor being that a Minister was keen to promote concepts of encouraging cycling and that the cycling advocates were articulate and available to support the government's initiatives.

In NSW the struggle has been long term and difficult simply because the original initiatives came from the advocates with little or no real support (until recently) from government or the bureaucracy.

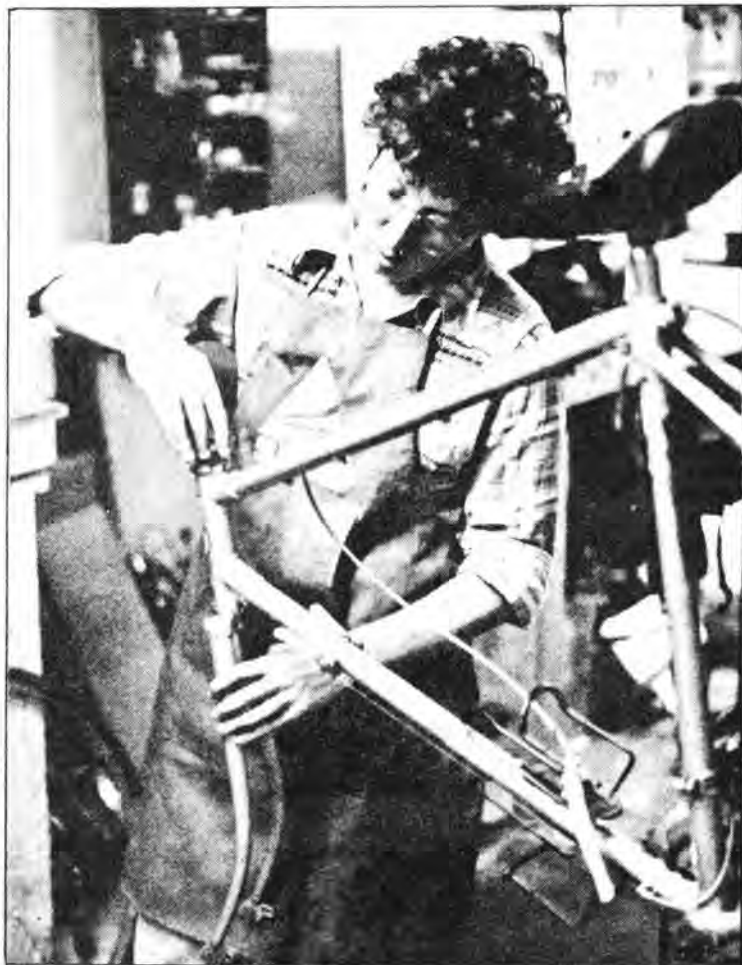
It is a tragedy if in Victoria the

social democrat Labor party ignores cycling simply because it is seen to be a trendy Liberal party idea.

This kind of thinking was in evidence during Minister Crabb's reply to the Liberal Transport spokesman during the Transport Act debate. His response to the BIV's damaging accusation that he is wrecking the good work done by previous (Liberal) minister was: 'I am pleased to hear that Mr. Parker has transferred to the Liberal Party and he can have that without a transfer fee.'

## Inner City Cycles make Bikes

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## Riding the Business Cycle

It was an awful end to a lacklustre financial year if comments from the bicycle industry and the general media are to be believed. The event on every one's lips was the sale of Malvern Star (the bicycle division of sports conglomerate General Accessories Pty Ltd) to the English parent of Raleigh, Tube Investments (TI Australia Pty Ltd).

The reaction from within the industry was one of amazement and then of resignation, for it has been rumoured that General Accessories' previous owner — Dutch multinational Philips Industries, has been willing to sell for some time if a buyer could be found. When the word finally came, the disbelief was that it was the Raleigh Company TI.

Over the past five years Raleigh/Cyclops has slowly withdrawn from the specialist dealer sector of the market and has been concentrating on supermarket/department store outlets for their mostly Asian bicycle products.

What is interesting is that Raleigh parent TI last year sold its American subsidiary Raleigh USA to mass marketer (discount store) the Huffy Corporation abandoning the big north American market and giving Huffy its much needed specialist dealer brand. The reverse seems to have happened here with TI buying back into the specialist market.

Cries of awful disaster came from national newspaper columnist Keith Dunstan, himself a life long Malvern Star owner. In what amounted to an epitaph to the original Bruce Small company which began in the 1920's in Melbourne, Keith lamented the passing of a great Australian product. In the same article he recognises a trend which has been happening for some time, the fact that most if not all of our bicycles these days come from Asia.

For Malvern Star, its business as usual. TI have appointed a new general manager and his task will be to revitalise a company some industry observers say has been left to run down by the previous owners.



Regardless of these comments Malvern Star have been showing signs in recent times of an acute responsiveness to the present volatile market trends. They were the first company to jump onto the Mountain Bike and ride it into marketing history and now they have released (albeit completely unpublicized) the first 15/18 speed production touring bike, the Australian market has ever seen. A market leader cannot afford to hide this kind of light under any bushell.

## Pedal for Heart

Following on the successful National Heart Foundation Cyclethons in Adelaide, the NSW branch of the organization has decided to alter the format of the Sydney rides and move the venue to the popular Centennial Park.

This years Pedal for Heart ride will take place on Sunday October 16th and will follow a specially mapped out 30k course starting at Centennial Park and heading south to the turn-around point at La Perouse.

This years ride promises to be a great family event. The proceedings will commence in Grand Drive adjacent

to the Cook Road entrance at 8 p.m.

Entry sponsorship forms will be available at newsagents and selected cycle shops prior to the event and full details will be published in the Sun Herald newspaper.

Riders in the BINSW/ACU Ride of the Century can also use their ride in that event to raise funds for the National Heart Foundation.

## Anderson Misses Tour Chance

Australian born cycling superstar Philip Anderson, has failed this year to win the world's most prestigious bicycle race, the Tour de France.

All looked promising at the start for Anderson who finished last year's gruelling stage race in fifth position. His luck at the start of the race couldn't have looked better as rival and last year's winner Bernard Hinault could not join this year's race because of injury.

This year's Tour was run in the middle of the North European heat wave with temperatures well up in the thirties. By the sixth stage Anderson was beginning to feel the heat and began to fall back from the second over all position held earlier in the Tour.

With the gruelling Pyrenees looming up, Anderson fell further back and lost his number one position in the Peugeot team to Frenchman Pascal Simon.

Eventually Simon was forced to retire because of an injury sustained earlier in the race but by then it was too late for his Australian team mate to make up lost time.

Anderson finished down on last year's placing at ninth, better than his debut effort two years ago, but in a race such as the Tour, winning is the only position that matters.

## Freewheeling 20 — A collector's edition

Observant readers will have by now picked the production error in the last issue. Pages 20 and 49 should have only had their page numbers reversed but content correct, except our printers saw the error and decided to fix it before it went on the press. We have always appreciated the good work they have done for us but in this instance two wrongs (or even one and a half) don't make a right.

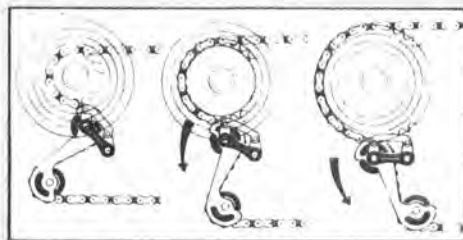
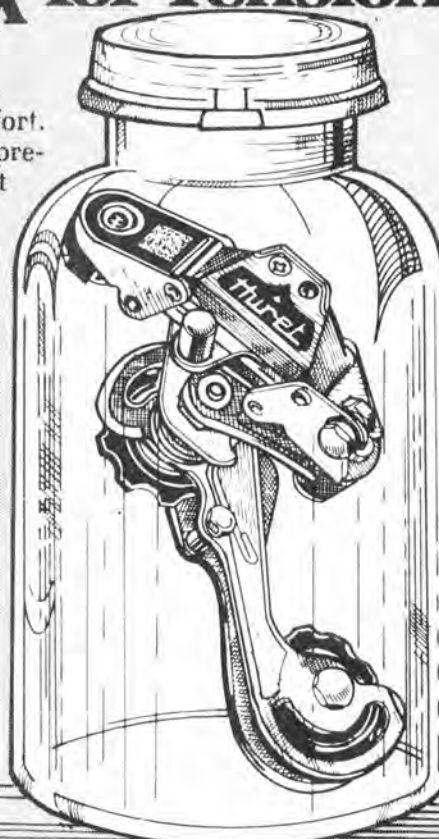
The result is that pages 20 and 49 are numbered correctly but their printed content is reversed.

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# Write On

## The Freewheeling Fix

Friday, the first of April, dawned clear and sunny. Apart from being the day of the year to which I can best relate, it had one other pleasure — I could begin my search for *Freewheeling*. During the following two weeks I would put pressure on the brake levers and bounce out of the saddle whenever I spied a cycle shop or newsagent. But to no avail.

What next? A phone call to the distributors. "Freewheeling? Doesn't seem to have arrived yet. We don't get many copies of this magazine, you know." Gloom. Perhaps I could move to Sydney. There are a few cheap hotels in the Haymarket area!

But why go to such lengths? All I have to do is 'phone Sydney. Perhaps it has been delayed in publishing; perhaps held up by a strike or industrial action (caused, as always, by users of motorised transport). Once again I was disappointed. "Oh yes, the magazine came out in early April. Ring the distributors. They'll know."

Oh, woe! Thoughts of selling my bike and buying a yacht. There are always plenty of yachting magazines on the stands. I settled down to a life of daily papers (no cycling page there), and past editions to fuel my dreams.

Friday the thirteenth of May, although once again clear and sunny, is the kind of day you think twice about getting out of bed. But get out I did. After my shower and home-made muesli I wandered up to the newsagents to buy the morning paper. A desultory glance at the magazine rack as I leave... but wait; what's this? A yellow stripe catches my eye. I scramble in my pocket for two dollars — it's only six weeks late. Take back all those nasty thoughts.

The result of all this is a cheque for a years subscription. Never shall I wait again! Thanks for a bloody fine magazine — readable from cover to cover.

John E. Bowden,  
Mosman Park, W.A.

## Amazed

Congratulations on a fantastic magazine. Like Gordon T. Holt (issue No 19), I am one of the older brigade still interested in cycling after many years.

A special hello too, to Miff Mowle, orchestra member of the SS Canberra (*Write On* No 19). His letter describing an excellent touring frame built by Wester Ross of England, with an unusual 75° seat tube, was most interesting.

If he hasn't read it already, Miff, and many readers of *Freewheeling* would find an article in the British magazine *Cycling* 13 Nov '82 by John Rhind, to be very relevant to the question of touring bike design. John goes

for a 260 mm bracket height for stability, longish "backs" with a relatively short front end (546 mm top tube) for good weight distribution between front and rear wheels, and 72° head and seat angles. He finds fat French tyres (26 x 1½") on super champion alloy 650. B rims to be most comfortable too for riding over broken up roads on high mountains passes. Which brings me to the key question of suspension.

In an age when we can land men on the moon, I remain amazed that light weight narrow section hydraulic suspension appears not to be available for the long distance touring bicycle, either in the form of an hydraulic seat post or hydraulic front forks. Perhaps some of our Australian engineers or manufacturers could produce some original research in this direction. I hope so. Keep up the fine work.

Paul Lucas  
Ferntree Gully Victoria

## Ultimate Frame

I was quite interested in the article by Mike Doube referring to his search for the illusive touring bike. I am pleased to hear that he has found what he was looking for.

I note that in the write up of the ultimate frame, a head tube angle of 73° was used, but in the piece on page 30, it states a head angle of 72° was used. (Typographic error here, it should have been 73° on the chart — Ed.)

I was surprised to note that Columbus tubing was claimed to be stronger and more rigid than Reynolds 531 Butted tube. At the time Mike asked me to build a touring frame, 531 tubing was unavailable in Australia in any quantity and choice.

Mike states that he used PS tubing, which I have used when building frames for Ron Kitching in England in the 70's for his track team, PL was used for road frames.

To build a touring frame as strong as possible I would use 531 butted frame tubing, i.e. bottom tube gauge 19/22, top tube 19/22 g, seat tube, plain gauge 22.

I recall meeting a retailer when I visited England about 3 years ago and talk got round to a touring bike I had built for him around 1952, using 531 Butted 72° parallel. After 3 trips to Italy and Switzerland and countless trips to France, the bike is still as good as new, and anyone who has crossed the Swiss Alps knows what it can do to a bike. Having studied the specification, I note that the angles and frame sizes are similar to those used by me when I built Mike's frame.

When employed as a frame builder by Viking in the 50's and 60's I was building 20 to 25 racing and touring frames a week, all from Reynolds 531 with very few complaints. These bikes were sent to countries all over the world.

S.H. Lang, Frame builder,  
Adelaide S.A.

# NEXT

In our next issue we solve the mystery of this photograph. Where has Nigel's bicycle gone to? A review by Nigel Jenkins of a very unusual new bicycle.



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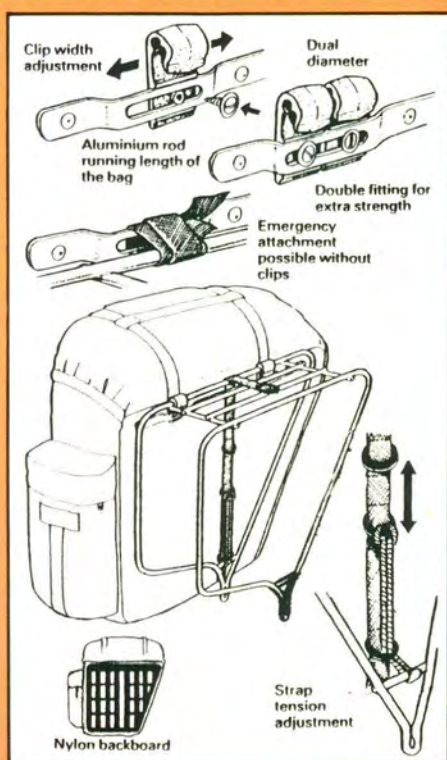
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